

# GRAIN DEALERS JOURNAL

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Gill & Fisher, receivers and shippers of grain.\*  
Hammond, Snyder & Co., Inc., receivers, expts.\*  
Hax & Co., G. A., grain, hay, seeds.\*  
Lederer Bros., grain receivers.\*  
Manger & Co., J. A., grain, seeds, hay.\*  
Robinson & Jackson, gr. com. merchants.

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Hasenwinkle Grain Co., grain brokers.  
Slick & Co., L. E., grain brokers.  
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Churchill Gr. & Seed Co., recvrs., shippers.  
Doorty-Ellsworth Co., Inc., brokerage commission.  
Electric Grain Elevator Co., consignments.  
Harold, A. W., grain, barley a specialty.  
Heathfield & Co., Inc. W. G., strictly commission.  
Irwin, Dudley M., barley.  
Pratt & Co., receivers, shippers of grain.  
Urmston Grain Co., grain commission.\*

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Magee Grain Co., grain.\*  
Thistlewood & Co., grain and hay.

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### CHAMPAIGN, ILL.

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Flanders, Junius A., grain broker, mill feeds.

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Bailey & Co., E. W., grain commis'n merchants.\*  
Bennett & Co., Jas. E., commission merchants.\*  
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Dole & Co., J. H., grain and seeds.\*  
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Freeman & Co., Henry H., grain, hay, straw.  
Gerstenberg & Co., grain, seeds.\*  
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Harris, Winthrop & Co., W. K. Mitchell, Mgr.\*  
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Logan & Bryan, options, cash grain.  
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McKenna & Rodgers, commission merchants.\*  
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Mumford & Co., W. R., grain, hay, millstuffs.\*  
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Norris Grain Co., grain merchants.\*  
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Perrine & Co., W. H., grain and commission.  
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Quinn, Geo. E., grain commission.  
Rosenbaum Bros., receivers, shippers.\*  
Rothschild Co., D., barley and malt.  
Rothschild Co., The Moses, general grain com'n.  
Rumsey & Company, grain commission.\*  
Sawers Grain Co., grain commission.\*  
Schiffin & Co., P. H., commission.\*  
Shaffer & Co., J. C., grain merchants.\*  
Somers, Jones & Co., grain and field seeds.\*  
Thayer & Co., Clarence H., commission.  
Wagner Co., E. W., receivers and shippers.\*  
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Ware & Leland, grain seeds.  
White & Co., A. J., commission merchants.

### CINCINNATI, O.

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Sheets Elevator Co., The, grain, hay, straw.  
Shepard, Clark & Co., grain merchants.\*  
Star Elevtr. Co., receivers, grain, hay, straw.\*

### CRAWFORDSVILLE, IND.

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Beat & Co., J. D., buy and sell all grains.\*  
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Denver Elevator Co., The, grain merchants.  
Farmers Grain Co., receivers, shippers.  
Harrington Plumer Merc. Co., The, alfalfa hay.  
O'Donnell Grain Co., wholesale grain.  
Summit Gr'n & Coal Co., wh't, corn, oats, rye, bly.

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Caughy-Jossman Co., buyers of grain and seeds.  
Dumont, Roberts & Co., receivers, shippers.\*  
H. M. Hobart & Son, grain, hay, millfeeds.\*  
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Swift Grain Co., consignments solicited.

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Board of Trade Members.  
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McCabe Bros. Co., grain commission.  
Randall, Gee & Mitchell, grain commission.  
United Grain Co., grain commission.  
White Grain Co., receivers and shippers.

### ENID, OKLA.

White Grain Co., The, receivers and shippers.

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Grain and Cotton Exchange Members.  
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### FRANKFORT, IND.

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Wisrodt Grain Co., wholesale grain eltr., facilities.

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### HASTINGS, NEBR.

Stockham Grain Co., E., whole grain & feed.

### HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.  
Rothschild & Co., Sigmond, domestics expt. grain.

### HUTCHINSON, KAN.

Bolin Hall Grain Co., Kans. hard wheat.  
Central Grain Co., grain, feed, mill prdts.  
Gano Grain Co., grain merchants.  
Goffe & Carkener, receivers & shippers.  
Hayes Grain Co., John, receivers & shippers.  
Hugoton Elevtr. & Whse. Co., kaffir, millo maize.  
Hutchinson Flour Mills, flour, wheat, corn.  
Jennings Grain Co., C. D., consignments.  
Larabee Flour Mills Co., want mlg. wheat.  
McClure Grain Co., J. B., grain & seeds.  
Pettit Grain Co., L. H., gr. com., recvrs., shprs.  
Sylvia Milling Co., grain & feed.  
Turon Mill & Elevtr. Co., recvrs. & shprs.  
Rock Mill & Elevtr. Co., wheat, corn, oats.  
Union Grain Co., mlg. wheat, kaffir, millo.

### INDIANAPOLIS, IND.

Board of Trade Members.  
Belt Elevtr. & Feed Co., receivers and shippers.  
Boyd Grain Co., Bert A., strictly brkg. & com.\*  
Central Grain & Seed Co., recvrs. and shippers.\*  
Gale Bros. Co., grain, hay, feed.\*  
Kinney Grain Co., H. B., receiver and shipper.\*  
Merchants Hay & Grain Co., grain, hay, feed.  
Miller Grain Co., receivers grain and hay.  
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Star Elevator Co., grain merchants.

### INDIANAPOLIS—Continued.

Urmston Grain Co., receivers & shippers.\*  
Witt, Frank A., grain commission & brokerage.

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Davis Grain Co., A. C., grain commission.\*  
Denton Kuhn Gr. Co., consignments.\*  
Ernst-Davis Grain Co., commission.\*  
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Fowler Grain Co., Lev., receivers & shippers.  
Fox-Miller Grain Co., receivers and shippers.  
Goffe & Carkener, recvrs. and shprs. of grain.\*  
Hinds Grain Co., The, receivers, shippers.  
Kemper Mill & Elevtr. Co., grain and feed.  
Logan Bros. Grain Co., grain merchants.  
Mensendieck Grain Co., consignments.  
Moore-Lawless Grain Co., grain receivers.\*  
Moore-Seaver Grain Co., receivers & shippers.\*  
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Moss Grain Co., consignments, future orders.  
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Roehen Grain Co., E. E., grain, flour, millfeed.\*  
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Scouler-Bishop Grain Co., consignments.  
Smith-Vincent & Co., recvrs., shprs., expts.  
Shannon Gr. Co., consignments solicited.\*  
Stevenson Grain Co., grain commission.\*  
Terminal Elevators, receivers, shippers.\*  
Twisdale-Wright Grain Co., consignments-futures.  
Thresher Fuller Grain Co., grain commission.\*  
Vanderslice-Lynds Co., commission merchants.  
Watkins Grain Co., commission merchants.

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McCray Grain Co., wholesale grain dtrs.

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Paul, J. M., grain broker.

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Fruehtenicht, Henry, hay, grain, mill products.

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Hasenwinkle Co., H. J., consignments.  
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Webb & Maury, brokers and com. merchants.  
Wyatt, E. W., grain, hay, mill feed broker.

### MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.\*

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Fagg & Taylor, shprs. corn, oats, barley.  
Frankie Grain Co., receivers and shippers.  
Kamm Company, P. C., barley and rye.\*  
Owen & Brother Co., grain commission.  
Rialto Elevtr. Co., grain receivers & shippers.  
Stacks & Kellogg, grain merchants.

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Chamber of Commerce Members.  
Benson-Newhouse-Staback Co., grain com.  
Briggs Grain Co., grain merchants.  
Cargill Commission Co., grain commission.  
Carter, Sammie & Co., grain commission.  
Cereal Grading Co., grain merchants.  
Dalrymple Co., William, gr. com.  
Davies & Co., F. M., grain commission.\*  
Getchell-Tanton Co., grain commission.  
Gould Grain Co., grain merchants.  
Hallet & Carey Co., grain merchants.  
Hankinson & Co., H. L., grain commission.  
Lewis & Co., Chas. E., consignments.  
Marfield Grain Co., grain commission.\*  
McCaull Dinamore Co., consignments solicited.\*  
Minnesota Grain Co., grain commission.\*  
Poehler Co., H., commission merchants.  
Quinn Shepherdson Co., grain commission.\*  
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Turle & Co., grain commission.  
Van Dusen-Harrington Co., grain merchants.\*  
Winter-Truesdell-Ames Co., grain com.  
Zimmerman, Otto A., barley & oats my specialty.\*



## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

### NEWARK, N. J.

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Mercer, Frazier & Holloway, field seeds & grain.

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Crowell Elevator Co., receivers, shippers.\*

Holmquist Elevator Co., receivers and shippers.\*

Merriam Commission Co., consignments.

Oline Grain Co., consignments.

Omaha Elevator Co., receivers, shippers.\*

Roberts Grain Co., Geo. A., grain merchants.

Trans-Mississippi Grain Co., recvrs. & shprs.\*

United Grain Co., grain commission.

Welsh Grain Co., grain, hay consignments.

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Consumers Grain Co., grain receivers.

Dewey & Sons, W. W., grain commission.\*

Grier & Co., T. A., grain commission.\*

Miles, P. B. & C. C., grain commission.\*

Mueller Grain Co., receivers and shippers.\*

Rumsey, Moore & Co., grain receivers.\*

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Tyng, Hall & Co., grain commission.\*

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Dunwoody Co., Ezl., flour, grain feed.\*

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Lemont & Son, E. K., hay, grain, millfeed.\*

### PHILADELPHIA—Continued.

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Richardson Bros., grain, flour, millfeeds.\*

Richardson, Geo. M., grain and feeds.\*

Stites, A. Judson, grain and millfeed.

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Hardman & Heck, grain, hay and millfeed.\*

Heck & Co., W. F., grain, hay and millfeed.\*

Herb Bros. & Martin, grain and hay.\*

McCague, R. S., grain, hay.\*

Smith & Co., J. W., grain, hay.\*

Stewart, D. G., grain, hay, feed.

Walton Co., Samuel, grain and hay.\*

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### SAGINAW, MICH.

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St. Joseph Hay & Feed Co., gr. & hay dirs.

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Graham & Martin Grain Co., grain commission.\*

Hunter Grain Co., grain commission.

Marshall-Hall-Waggoner Grain Co., grain com.

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Langenberg Bros. Grain Co., grain commission.\*

Morton & Co., grain, hay and seeds.

Mullaly Co., C. A., Martin, consignments.\*

Nanson Commission Co., grain commission.\*

Picker & Beardsley Com. Co., grain & grass seed.\*

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Seele Bros. Grain Co., grain commission.

Toberman, Mackey & Co., consignments solicited.\*

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King & Co., C. A., grain and seeds.

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Rundell & Co., W. A., grain and seeds.\*

Southworth & Co., grain and seeds.\*

Wickenhiser & Co., John, grain revrs., shippers.

Young Grain Co., consignments, futures.

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Bruce Bros., Grain Co., consignments.

Burdg Grain Co., Clark, consignments.

Craig Grain Co., J. W., consign'ts & mill orders.\*

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Harold Grain Co., J. E., milling wheat.

Kansas Flour Mills Co., The, exptsr., consign'ts.

Kansas Milling Co., The, millers and grain dealers.

Keith Grain & Com. Co., grain & commission.\*

Kelly Grain Co., Edward, consignments.\*

Kemper Grain Co., The, receivers and shippers.\*

Marshall Hall-Waggoner Grain Co., exporters.

Norris Grain Co., The Exporters.\*

Powell & Co., L. H., receivers and shippers.\*

Roehen Grain Co., E. E., grain, flour, mill feed.\*

Roth Grain Co., receivers and shippers.\*

Strong Grain & Coal Co., B., grain & coal.\*

Wagner Grain Co., kafir, oats, wheat, corn.

Wallington Bros., corn, wheat, oats.\*

Williamson Grain Co., grain commission.\*

Woodside Smith Grain Co., receivers & shippers.

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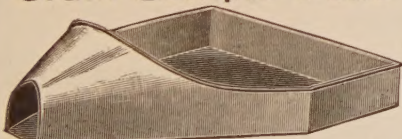
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### Burdg Grain Co., Clark

"We Buy and Sell Everything—Try Us

### Craig Grain Co., J. W.

Consignments and Mill Orders

### Hacker Grain Co., The

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Whether you buy or sell, talk to us.

**NOTE**

All grain bought by members of the Denver Grain Exchange which is graded at Denver and which does not come up to contract grade, is discounted by three disinterested members of the Exchange, when dockage is not provided for in contract.

If you wish to buy or sell grain in carlots write us.

The A. McClelland Mercantile, L. &amp; R. Co., Pueblo, Colo.

Pueblo is the Real City of Opportunity, Sunshine and Health.



Merchants Exchange  
Members

## ST. LOUIS

Merchants Exchange  
Members

**Goffe & Carkener Co.**  
105-107 Merchants Exchange  
**RECEIVERS**  
**GRAIN, HAY & SEEDS**  
**SAINT LOUIS**

W. C. GOFFE  
G. S. CARKENER  
G. C. MARTIN, JR.  
K. C., MO., Office,  
101-102 Board of Trade

**MORTON & CO.**  
**GRAIN - HAY - SEEDS**  
COMMISSION ONLY  
Merchants Exchange, ST. LOUIS, MO.

**HUNTER**  
GRAIN CO.  
353-354 PIERCE BUILDING - ST. LOUIS, MO.  
Grain Commission Merchants  
Receivers  
GRAIN-HAY-SEEDS

**Seele Bros. Grain Co.**  
**GRAIN MERCHANTS**  
317 Merchants Exchange - ST. LOUIS, MO.

"THE  
**Consignment House**  
OF  
**ST. LOUIS"**  
FOR THE SALE OF  
**GRAIN, HAY, AND GRASS SEEDS**  
**PICKER & BEARDSLEY**  
COMMISSION COMPANY  
118 NORTH MAIN ST.

### WE CAN

furnish your needs in this and any other markets in any phase of the grain business.

### IF YOU

will furnish us with your order or your CONSIGNMENTS we guarantee satisfaction.

**Elmore-Schultz Grain Co.**  
Consignments Solicited.  
433 Pierce Bldg. ST. LOUIS, MO.

The Slogan of This House Is,—

Get Shippers to ship and then give every shipment such good care that each shipper will not only continue a regular shipper but a boosting good friend as well.

Wheat, Corn, Oats, and Hay Our Specialty  
**JONES-WISE COM. CO.**  
St. Louis, Mo.  
Over twenty years active experience in the business.

**Nanson Commission Co.**  
**GRAIN, HAY and SEEDS**  
202 Chamber of Commerce, ST. LOUIS, MO.

### Record of C. N. D. QUOTATIONS

Quotation Record, Form 97A, is formed of sheets of bond paper ruled to facilitate the recording of daily market prices of different options.

Each sheet is headed "Board of Trade Quotations for Week Commencing Monday, . . . . . 19. . ." Columns are provided for 4 Wheat options, 4 Corn and 4 Oats; have spaces for the market hourly and at close. Closing prices for previous week are listed at top.

Sixty sheets, 9 1/2 x 11 1/2 inches, are well bound in book form—a year's supply. Price 75 cents.

**GRAIN DEALERS JOURNAL**  
315 S. La Salle Street Chicago, Illinois

MARSHALL HALL, President M-W E. L. WAGGONER, Vice Pres.  
**MARSHALL HALL-WAGGONER GRAIN CO.**  
GRAIN ON COMMISSION — TRACK BIDDERS — EXPORTERS  
Members Ask for Our Track Bids, You Will Find Them Attractive Members  
Merchants Exchange of St. Louis 206 MERCHANTS EXCHANGE New York Produce Exchange  
Chicago Board of Trade ST. LOUIS Wichita Board of Trade

Ship Your Hay, Grain and Seeds to  
**MARTIN MULLALLY COMMISSION COMPANY**

We Make a Specialty of Track and Samples Sales  
Handle on Consignment Only. Careful execution of orders for futures.  
405 and 406 Chamber of Commerce St. Louis, Mo.

Grain Merchants

## DAVENPORT

Grain Merchants

**CASH GRAIN BROKERS**  
Track Bids—Future Orders Solicited  
**MILLING OATS A SPECIALTY**  
Members Chicago Board of Trade  
**HUTTON, COLLINS & FRENZEL**  
Home Office, 405 Putnam Bldg., DAVENPORT, IOWA  
Branch Offices: Clinton, Muscatine, Washington

Receivers and Shippers  
**GRAIN**  
**DAVENPORT ELEVATOR CO.**  
Davenport Iowa

**SCREENINGS**  
We are in the market for all grades of Grain Screenings. Send us in samples of the next car you load, for our bids.  
**GRIFFITH GRAIN COMPANY**  
Davenport Iowa

## RECEIVERS, SHIPPERS AND BROKERS

**Paul Kuhn & Co.**  
Receivers and Shippers  
**GRAIN**  
Terre Haute and Evansville, Ind.

**BALDWIN GRAIN COMPANY**  
GRAIN BROKERS  
BUYERS OF CAR LOTS  
R. C. BALDWIN, Mgr. BLOOMINGTON, ILL.

**STACKS & KELLOG**  
GRAIN MERCHANTS  
480 Commerce St. MILWAUKEE, WIS.  
We also handle all grades of chicken feed wheat, feed barley, screenings, off-grade and damaged grain.  
Operating Private Elevator

**Superior Service**

Assured in  
Consigning to

**W. M. BELL & CO.,**  
MILWAUKEE, WIS.



Chamber of Commerce  
Members

## MINNEAPOLIS

Chamber of Commerce  
Members

## HALLET &amp; CAREY CO.

## GRAIN COMMISSION

Members of Leading Grain Exchanges  
MINNEAPOLIS DULUTH WINNIPEG

Ship to

## H. POEHLER CO.

Est. 1855

## GRAIN COMMISSION

MINNEAPOLIS DULUTH

## BENSON-NEWHOUSE-STABECK CO.

## GRAIN COMMISSION

REFERENCES

First National Bank, Minneapolis Commercial Agencies  
Minneapolis, Minn.  
Minneapolis Duluth Milwaukee Chicago Winnipeg

## Cereal Grading Co.

W. T. FRASER, Vice Pres., &amp; Mgr.

## GRAIN MERCHANTS

20 Years Experience in assembling and distributing Choice Rye for milling and distilling trade. Largest Rye handlers in the West. Also shippers of

Choice Milling Wheat, Oats, Barley and Screenings. Operating Elevator L.

No. 3 Chamber of Commerce  
MINNEAPOLIS, MINN.

## STAIR, CHRISTENSEN &amp; TIMERMAN

## GRAIN COMMISSION

Solicit your consignments. Best of service.

MINNEAPOLIS DULUTH

## H. L. HANKINSON &amp; CO.

## GRAIN COMMISSION

Solicit Your Consignments

MINNEAPOLIS DULUTH  
MILWAUKEE

## WINTER - TRUESDELL - AMES CO.

GRAIN COMMISSION MERCHANTS  
AND SHIPPERS

MINNEAPOLIS DULUTH

## GOULD GRAIN CO.

We give consignments our preferred attention. Market letter FREE.

MINNEAPOLIS, MINN.

F. M. Davies & Co.  
GRAIN COMMISSION.  
MINNEAPOLIS DULUTH

## RANDALL, GEE &amp; MITCHELL CO.

Incorporated

Receivers and Shippers  
Grain and Mill Feed

MINNEAPOLIS - - MINN.

## CHAS. E. LEWIS &amp; CO.

## Grain and Stock Brokers

Minneapolis, St. Paul, Duluth, Winnipeg  
MEMBERS NEW YORK STOCK EXCHANGE  
and all Grain Exchanges.

## Pioneers in Grain

This company gives unexcelled service both to shippers and buyers.

The Van Dusen-Harrington Co.  
Business Founded 1852

Minneapolis Duluth

GRAIN BOOKS CASH TICKETS

## G. F. Olson Printing Co.

316-318 4th Ave. So.,

MINNEAPOLIS, MINN.

SCALE TICKETS STORAGE TICKETS

## You Know

You want to do business with the grain shippers. Tell them so. The Grain Dealers Journal reaches them.

## RECEIVERS, SHIPPERS AND BROKERS

## FLOUR—GRAIN—HAY—FEED—BRAN—SHORTS

Send Samples

We Can Sell It for You

Quote Prices

## ROBERTS BROKERAGE COMPANY, Atlanta, Ga.

## COBB GRAIN CO.

PLAINVIEW, TEXAS

Dealers in All Kinds of Grain and Seeds

Panhandle Grain Dealers' Assn.  
Members - Texas Grain Dealers' Assn.  
National Grain Dealers' Assn.

## E. I. BAILEY

CLEVELAND, OHIO

Receiver and Shipper of  
Corn, Oats, Millfeed

ASK FOR PRICES

## JUNIUS A. FLANDERS

GRAIN BROKER

MILL FEEDS

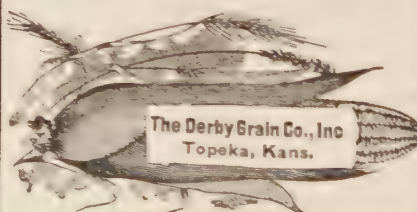
CHAMPAIGN, ILL.

MEMBER Grain Dealers Nat'l Ass'n  
Illinois Grain Dealers Ass'n

## E. A. GRUBBS GRAIN CO.

Greenville, Ohio

Wants Correspondence with members of the Grain Dealers National in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow shelled corn and re-cleaned white oats.

F. A. DERBY, President  
C. L. PARKER, Sec'y and Treas.WE MAKE A SPECIALTY OF  
HANDLING MILLING WHEAT

## MATTHEW D. BENZAQUIN

## GRAIN AND FEED

Brokerage and Commission  
DOMESTIC AND EXPORT

505 Chamber of Commerce, Boston, Mass.

## The Mutual Grain Co.

INDIANAPOLIS, IND.

## GRAIN

Commission Consignments Brokerage Sales to Arrive  
LEW HILL, Traveling Representative

## URMSTON GRAIN CO.

Indianapolis, Ind.

## Commission and Brokerage

Thoroughly equipped to handle your shipments.  
Careful personal attention given each car.



# A great National public utility

That concerns all merchants and all people.



THE original Cash Register rang a bell, indicated and recorded the amount of the purchase. It benefited the merchant only.

In a third of a century this old model has developed into a Cash Register that directly benefits every man, woman, and child who spends money in a store.

This new Cash Register equally concerns every merchant and clerk, every banker and wholesaler in this land.

*It furnishes every customer* with a receipt or sales-slip with printed figures of the amount paid or charged. This also tells in print who made the sale, and the date.

It prevents disputes over charges and bills paid.

It saves shoppers' time.

*It gives the merchant* all his profits. It gives him more money for his family.

It promotes more and quicker sales.

*It protects each clerk* against making errors and against the mistakes of others.

It rewards the diligent clerk by telling his employer which one is making the most sales.

*It assures the banker* additional security for the money he loans the merchant.

*It gives the wholesaler* additional assurance that the merchant will have the money to pay his bills.

It will furnish the banker and the wholesaler mechanical evidence that the merchant's statement of sales is correct.

## Merchants!

The above advertisement is one of a series that is being run in magazines and newspapers reaching sixty million readers a month.

Why do we do it? Simply to teach the public to help you to enforce a system in your store which will both increase sales and stop up leaks and losses.

And to secure for you the hearty co-operation of your banker and your wholesaler.

We are doing this to help you put more cash money in the bank every day.

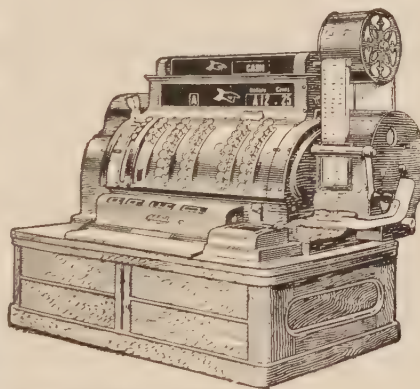
New 1916 Models have a separate drawer for each clerk; give each credit for his day's work and make him responsible for every penny handled; give you detailed information on cash and charge sales, money received on account, and every other angle of every day's business, in detail and by totals.

Let us explain how we do all of these things for you—and many more.

Fill out the coupon.

The National Cash Register Co.

Dayton, Ohio.



**N C R  
Service**

Registration for trademark  
and copyright applied for.

Ask what this  
sign means.

**The National Cash Register  
Company, Dayton, Ohio.**

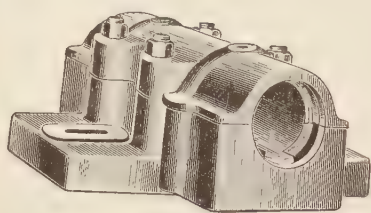
Without obligating me in any way to buy, I would like to know more about your 1916 Model Receipt-Giving Cash Registers and "N C R Service."

We have \_\_\_\_\_ salesmen in our store. We have a register \_\_\_\_\_ years old. Principal lines of merchandise carried are: \_\_\_\_\_

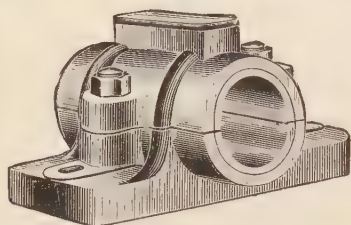
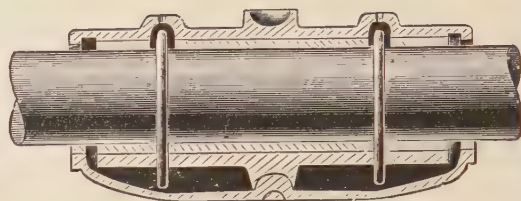
Firm Name \_\_\_\_\_

Address \_\_\_\_\_

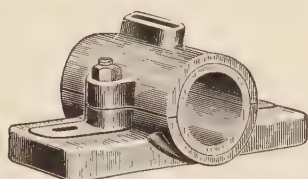




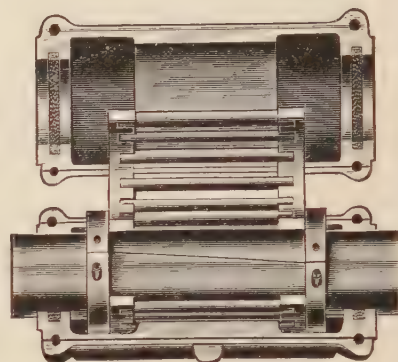
## Economy in Power



Transmission De-  
pends Upon Proper  
Bearings.

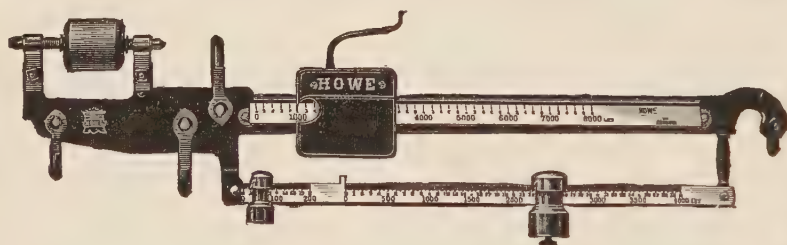


We have them to  
meet all requirements.



**American Supply & Machinery Co.**

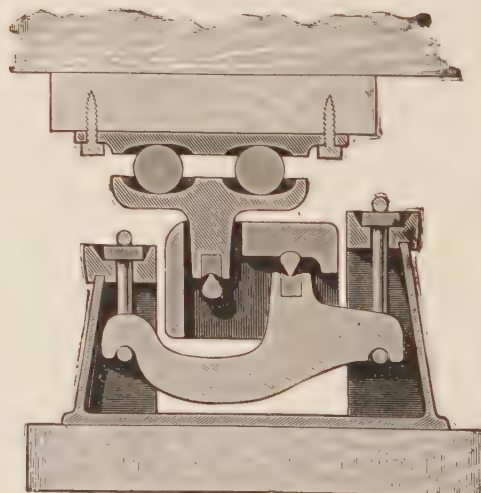
1102 Farnam Street - - - - Omaha, Neb.



# "HOWE"

## HOWE on a Scale

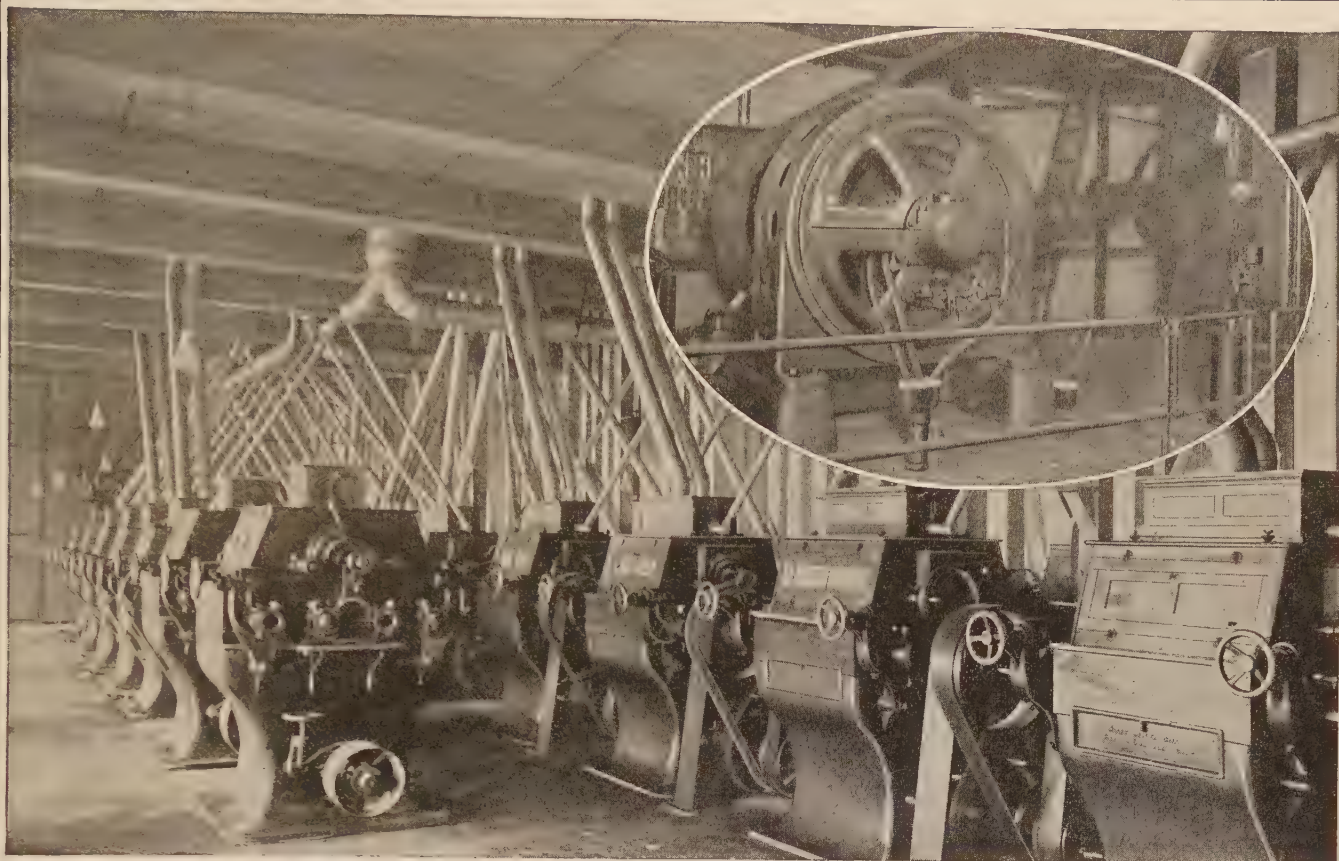
Means heavy construc-  
tion, correct weight, long  
life, satisfied customers,  
a careful business.



**NEBRASKA SCALE & SUPPLY CO.**

1104 Farnam Street, : : : Omaha, Neb.





# G-E Motor Drive Pays

Up-to-date equipment in any mill or elevator is sure to cut down operating costs, permitting a larger margin of profit on all grain handled.

Electrically driven mills, in many instances, have shown savings over steam driven mills of twenty to thirty per cent other conditions being equal. While such great savings cannot always be secured electricity has accomplished gratifying results in so many cases that many of the largest mills in this country have adopted G-E motor drive throughout, and the list of installations is steadily growing.

The pictures above show roller floor, and motor in the Commercial Milling Company's large mill and elevator at Detroit, Michigan. There is over 950 h. p. of G-E motors in this plant. This installation furnishes an excellent example of the high efficiency made possible by G-E motor drive.

*Ask our power specialists.*

## General Electric Company

General Office: Schenectady, N. Y.

District Offices in:

Boston, Mass.

Cincinnati, Ohio

New York, N. Y.

Chicago, Ill.

Philadelphia, Pa.

Denver, Colo.

Atlanta, Ga.

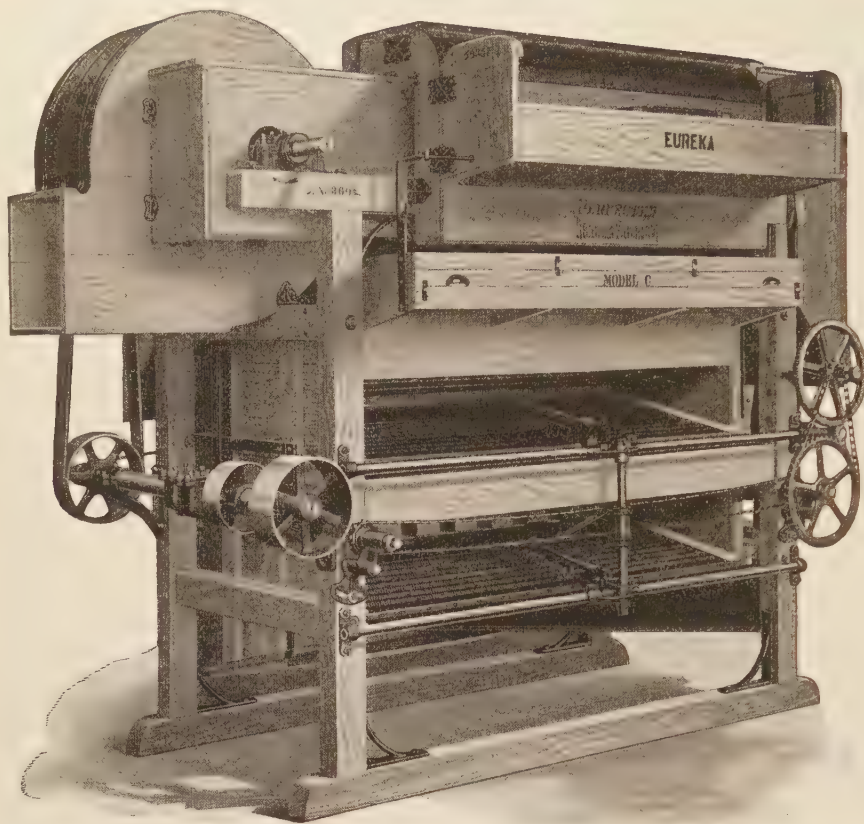
San Francisco,

St. Louis, Mo.

Motor Agencies in all large cities and towns

5172





## The Eureka Perfected Receiving Separator

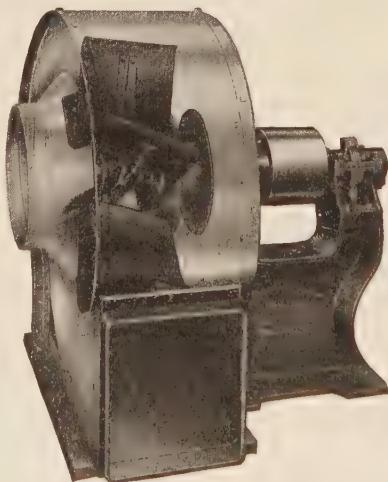
Is a most desirable machine because it has such an enormous sieve area (ten times more than any other cleaner) and two easily controlled independent suction as well.

*Send for new bulletin and  
"Book of Proofs"*

**THE S. HOWES COMPANY, Inc.**  
Eureka Works    Silver Creek, N. Y.

## \$5.00—THE COST TO OPERATE EACH H. P. OF FAN FOR ONE MONTH

We guarantee our Cycloidal Fans, when properly piped, will require less power, run as near noiseless, and will do more work than any fan on the market.



RIGHT HAND CYCLOIDAL EXHAUST FAN  
Patented May 26, 1908

**USE A SMALLER FAN and  
SAVE \$5 Per Month Per H. P.**

Make the "Garden City" Cycloidal pay for itself

**GARDEN CITY FAN CO., Chicago, Ill.**

Patentees and Sole Manufacturers

Established 1879

SEND FOR LIST OF SATISFIED USERS

## THE REYNOLDS BLEACHER



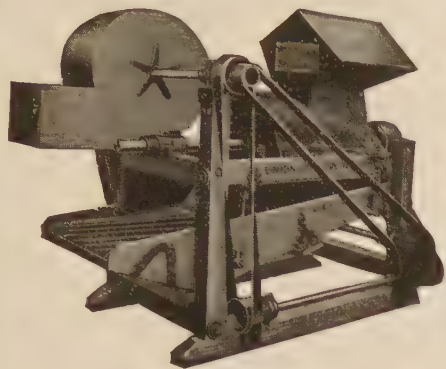
We have a Bleacher for bleaching grain, suitable for country Elevators, such as we are selling to feed dealers, capacity from 300 to 500 Bushels per hour. It does not require steam, it is our latest invention and is a perfect success where elevators are equipped with electric or gasoline power.

Write for full particulars.

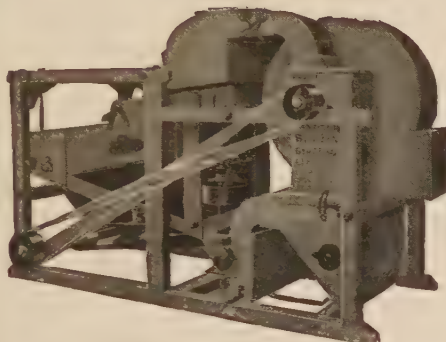
**Reynolds  
Bleacher  
Co.**

332 South La Salle Street  
CHICAGO, ILL.





"Western" Mill Sheller



"Western" Gyrating Cleaner



"Western" Regular Warehouse Sheller



"Western" Pitless Sheller

## A new machine is not necessarily an improvement

Not unless that new machine renders increased efficiency at a decreased operation cost. Every grain cleaning or handling device rendering increased efficiency at a lower operation cost is a **real elevator improvement**.

Such a machine is always an investment, and its installation is warranted whether or not you have a machine of similar nature already in operation rendering satisfactory service for your business. The increased returns, the larger profit, the less attention, time and labor, and lower operation cost warrant the installation of the new machine.

"Western" machinery is of this character, an investment for every grain elevator operator desiring maximum efficiency at a minimum operation cost. The "Western" Line is a **real improvement**.

If you intend to build a new elevator, remodel your old one, or install new machinery you should investigate

## The Western Line

"Western" Shellers handle more grain faster on less power than any other sheller on the market of equal capacity. "Western" shellers **WILL NOT CRACK THE CORN**.

"Western" Cleaners handle more grain faster on less power than any other cleaner on the market of equal size or capacity. Better cleaning, more perfect separation, less vibration, better control, greater durability, and the most convenient and least expensive cleaner to install.

We have spent over forty years and thousands of dollars in securing advice, knowledge and experience for an efficient elevator equipment, so that we could help you to larger profits. We tell you how free. Write for our latest catalog.

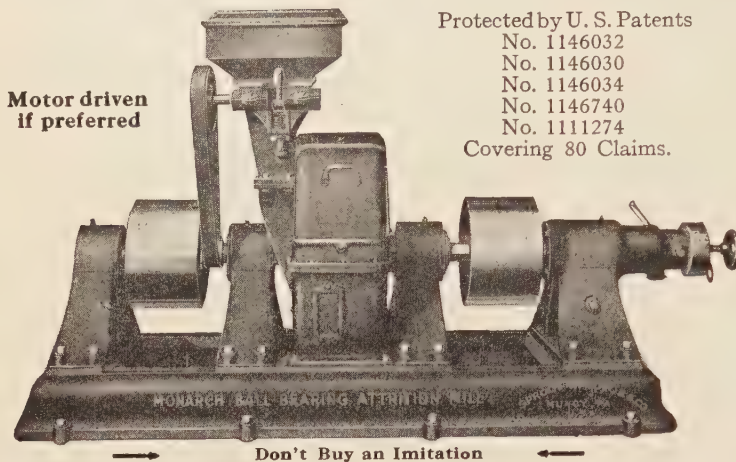
**UNION IRON WORKS**  
Decatur, Illinois



## Does Any Part of This Lost Money Come From Your Pocket?

Efficiency engineers have estimated that the value of lost power in three industries alone, amounts annually to over a million dollars. Are you operating a babbitt bearing feed grinder or contemplating the purchase of a machine for grinding feed? Don't pay part of that million for wasted power—some more for wasted lubricant and time—and still more for repairs and maintenance. You can put this money in your pocket in the shape of extra profits, if you will do your grinding with

## THE MONARCH BALL BEARING ATTRITION MILL



Motor driven  
if preferred

Protected by U. S. Patents

No. 1146032  
No. 1146030  
No. 1146034  
No. 1146740  
No. 1111274

Covering 80 Claims.

The Monarch is the best appointed Feed Grinder on the market. By reason of its exclusive, patented features it increases profits, reduces running expenses, eliminates stoppages, cuts repair bills, maintains efficiency, handles more work and of course handles it better.

These are facts, not claims.

They have been proved—are being proved—daily—in the foremost mills of America.

The most progressive concerns have adopted and are profiting by Monarch advantages. You, too, can profit, and without the shadow of a risk.

Write for Catalog D, No. 115.

## Sprout, Waldron & Co.

Milling Engineers

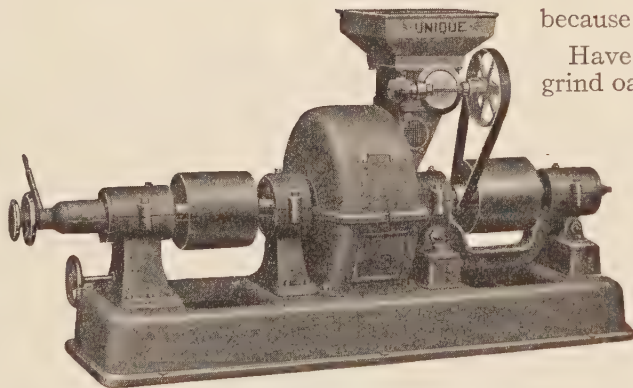
Main Office and Works:

Chicago Office:  
No. 9 S. Clinton Street

MUNCY, PA.  
P. O. Box No. 26

Don't Buy an Imitation

## EVER LOSE A CUSTOMER



UNIQUE Ball Bearing Attrition Mill—Motor or Belt Driven

because you did not grind fine enough?

Have you not often felt the need of a grinder that would grind oats, corn and cob fine and not just mash them up?

Do not your customers often ask you to grind fine?

Are you ALWAYS able to do it?

If you buy a **UNIQUE BALL BEARING ATTRITION MILL**, you will ALWAYS be able to grind fine or coarse—no matter whether it may be oats, corn, and cob, wheat, rye, barley or any other kind of grain, and no matter whether it is wet or dry.

THE UNIQUE IS THE GUARANTEED MILL.  
Don't you NEED A UNIQUE? Write today.

**ROBINSON MFG. CO.,**

Minneapolis, Minn.

Louisville, Ky.

E. Akron, Ohio

Main Office and Works: P.O. Box 411, MUNCY, PA.

Chicago Office: 704 Western Union Bldg., Chicago

Tulsa, Oklahoma

Boston, Mass.

Salisbury, N. C.

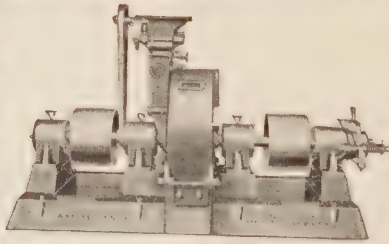
## ELEVATOR MACHINERY

**G**RAIN DRYERS—All sizes, CRUSHERS, SHELLERS and MILLS CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

**THE C. O. BARTLETT & SNOW CO.**  
CLEVELAND, OHIO, U. S. A.

### SCIENTIFIC



### SCIENTIFIC Ball Bearing Attrition Mills

Every dollar saved in operating cost means an added profit. For conscientious service, without repair bills, depend on the "Scientific."

**THE BAUER BROS. CO.**  
Formerly The Foss Mfg. Co.  
506 Bauer Bldg.  
Springfield Ohio

### SCIENTIFIC



# Push SCHUMACHER FEED

## You Will Sell Feed to More Customers and Sell More Feed to Each Customer

SCHUMACHER FEED is the fastest and biggest selling feed in all the world. Partly because it is made by the world's largest feed producers; partly because it is the most widely advertised feed in the world, but principally because it is the

## World's Best Feed

No other feed can take the place of SCHUMACHER. No other feed can be used and recommended for so many purposes.

**For Cows:** Mixed with any good high protein concentrate in the proportion of 3 to 1, it will furnish the highest producing, most sustaining ration for dairy cattle. It is this feeding plan that has made SCHUMACHER the feed of the **world's champions**—the feed that helps produce almost **all** the world's champions.

**For Steers:** SCHUMACHER FEED is a money maker for the man who is feeding cattle for market. Being finely ground, it is easily digested. Being composed principally of wheat, oats, corn and barley products, it offers a variety that keeps the appetite keen, the digestion good and rapidly puts on profit-making flesh.

**For Poultry:** SCHUMACHER FEED is easily digested and contains just the elements required to produce big growth and heavy egg production.

So, if you are not pushing SCHUMACHER hard—all the time—you are losing opportunities for big all year 'round profits. Follow the example of the most successful dealers everywhere.

**SELL SCHUMACHER FEED TO MORE CUSTOMERS AND  
SELL MORE SCHUMACHER FEED TO EVERY CUSTOMER**

If you are not handling SCHUMACHER write for terms today—now.

**The Quaker Oats Company**  
Address: Chicago, U.S.A.

**For Horses:** SCHUMACHER is eaten with a relish by horses and is easily digested. When overworked, or off-feed, when the appetite needs coaxing or extra care, recommend SCHUMACHER. Being a scientific blend of kiln dried, finely ground oats, corn, wheat and barley products, it makes a natural, easily fed and easily digested, perfectly balanced grain ration.

**For Hogs:** If your customers want to see their "pigs grow like weeds" tell them to try giving a liberal allowance of SCHUMACHER FEED. Tell them to feed it dry or mixed with swill, skim milk or water. It will satisfy the appetite, prevent the heavy waste through indigestion so commonly noted in the hog yard, and produce astonishing gains in flesh.





**You Ought  
To Know**

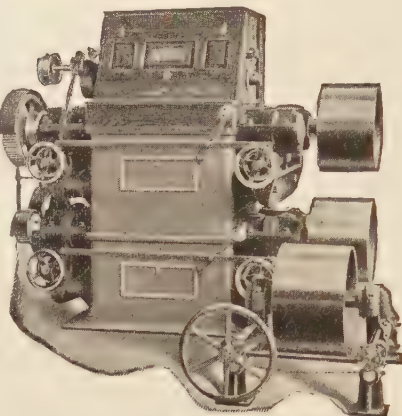
**WOLF FEED ROLLER MILLS**



There's something about Wolf Feed Roller Mills that wins the heartiest approval of the most discriminating buyers.

Write and ask us to explain in what respects they are famously efficient—and why you should lose no time in getting acquainted with them.

**THE WOLF COMPANY**  
CHAMBERSBURG, PA.



**RHODES'**  
Improved  
**CARBON BISULPHIDE**

...for..

**DESTROYING WEEVILS  
Insects, Etc.**

Write us for quotations

**JAS. H. RHODES & CO.**

162 W. Kinzie St.,

CHICAGO, ILL.

**BOWSER  
FEED MILLS**

**GROW  
HEALTHY  
STOCK**

Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—lightest running. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

Write for Catalog and folder about the value of different feeds and manures.

The N. P. BOWSER CO.  
South Bend, Ind.



**THE ONLY SANE, SAFE THING**

**to do is to install an All Metal  
Fire Proof**

**Knickerbocker "1905" Cyclone**

**DUST COLLECTOR**

**The Knickerbocker Co.,**

**Jackson, Michigan**

**MORRIS GRAIN DRIERS**

USE ONLY FRESH AIR FOR BOTH DRIER AND COOLER. No dust is blown through our coils. We have an absolutely even distribution of air throughout both Drier and Cooler. GRAIN IS DRIED UNIFORMLY AND COMES OUT IN BETTER PHYSICAL CONDITION than from any other Drier on the market. A good Drier is a paying investment this year.

Write us for list of users and prices.

**The Strong-Scott Mfg. Co., Minneapolis, Minn.**

Montana Representative: H. C. Caywood, 1706 7th Ave., No., Great Falls, Mont.

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We will send you a New Badger Car-Mover for thirty days free trial and if it does not meet with your approval return it. We pay the freight both ways. If you keep it you are to send us \$5.00.

We would not make such an offer were we not sure that this Car-Mover would stand the test. It has been on the market for a long time and has always met with the approval of its users.

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Bearing shipper's name and consecutive numbers.

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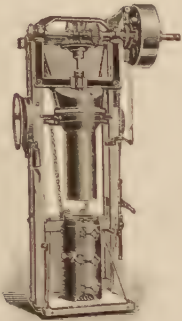


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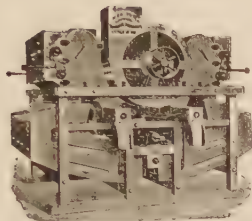
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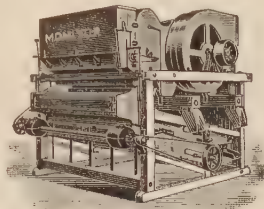
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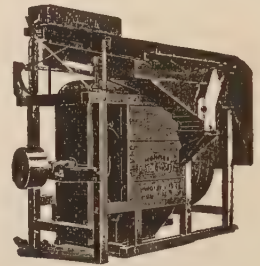
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**GRAIN  
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***The Roller Bearing Traveling Brush  
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***CLIPPER  
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***is the only device that  
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The No. 29 B. Seed and Grain Cleaner is unequalled for its fine work on Clover, Timothy and all fine seeds of this nature. Has four full length screens, with traveling brushes under each. Seed passes over each screen which means 4 distinct cleanings are given. Then the seed or grain is air weighed by a vertical blast governed by our special air controller. Plump grains are dropped back, and the lighter chaff and small grains are carried away. By all means investigate this machine. It should be your first step toward the purchase of a cleaner.

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**Promotes Safety in Your  
Elevator and Effects a 10%  
Reduction in Insurance**

This elevator is ball bearing, which makes it very easily operated, and only a slight pull on the soft, strong hand-ropes is necessary to start car after stepping on the foot lever.

The brakes which respond to the foot lever are independent of one another, and are provided

with a set screw to take up the wear, making it possible to keep the brakes in good working order all the time, and add much to the durability of the lift. The brakes are also self-adjusting to the condition of the guides, which is a great advantage in case the guides should become a little rough or out of line.

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Flexible; made of the best steel; any length.  
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Absolutely essential for the economic transmission of power.

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Steel. Provided with take-up screws and clean-out doors.

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again was given preference as a part of the equipment of the new C.&N.W. CALUMET TERMINAL ELEVATOR, South Chicago, Ill.

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Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

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## PARAGON Grain Testing Oil

The oil runs uniform in quality, a prime requisite in an oil for that purpose, and is satisfactory in both body and flash.

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There has been no sacrifice of strength, stability or reliability to meet purely price competition, no tendency to shirk responsibility for proper performance.

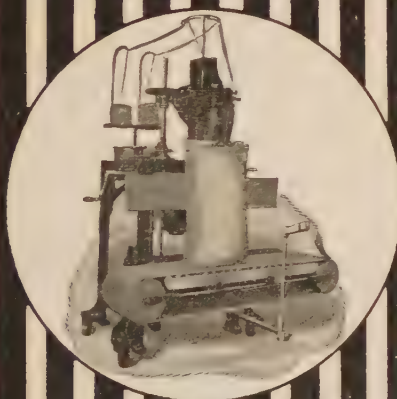
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Closes the mouths of all varieties of bags after they are filled—more securely, far more speedily and at a greater reduced cost than can be approached by hand sewing.

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and is giving excellent service.

The machine is equipped with three sets of screens, 9x12, built in 5 sections each. Handling 35,000 bus. in 10 hours this machine will give four samples of screenings and of dust after passing through seven distinct air shafts. Blowing and screening over one screen this machine has a capacity of 8,000 to 9,000 bus. per hour.

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**Grain Elevators**

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**Designed and Built for****Safety,  
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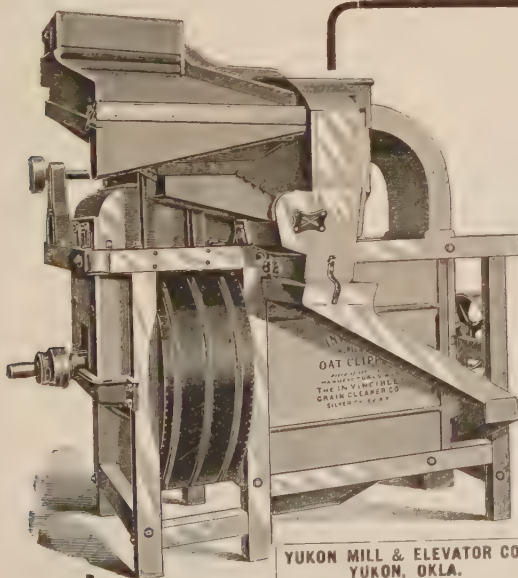
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You can render your musty, rusty, smutty or grown lot of wheat mighty profitable with an

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Guarantees perfect cleaning—removes the "legs" and puts it in shape to grade and to sell at good prices.

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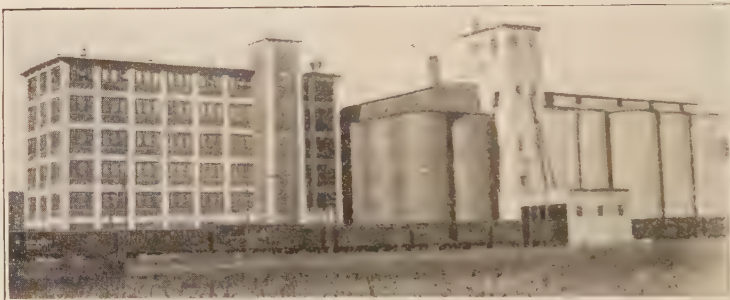
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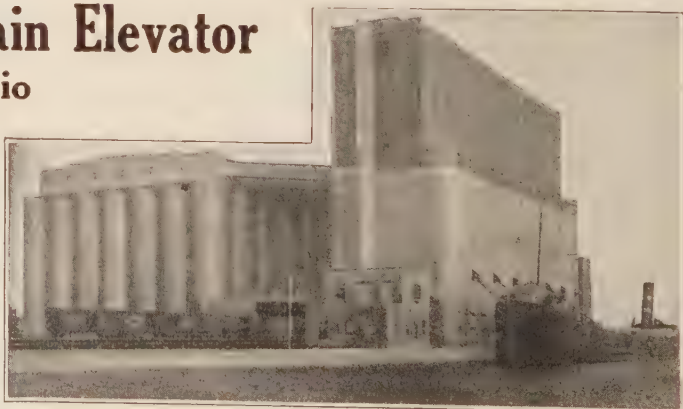
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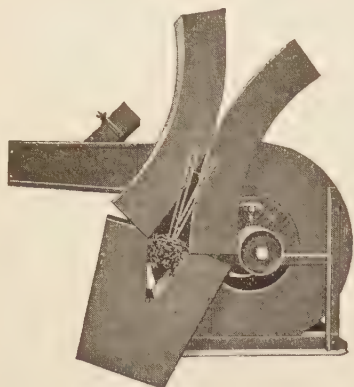
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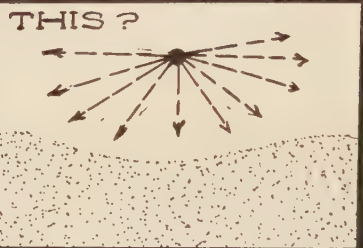
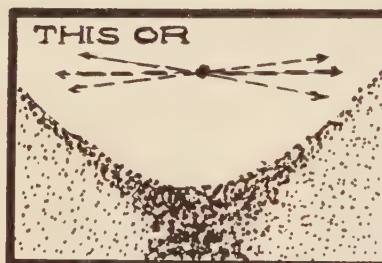
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Will solve your carloading proposition quick and easy, whether inside or outside of your elevator.

If your working floor is so low that you find it hard to install any other carloader, then investigate this machine.

Machine will handle grain direct from wagon into granary bins, warehouses or cars. From warehouses to cars, etc.

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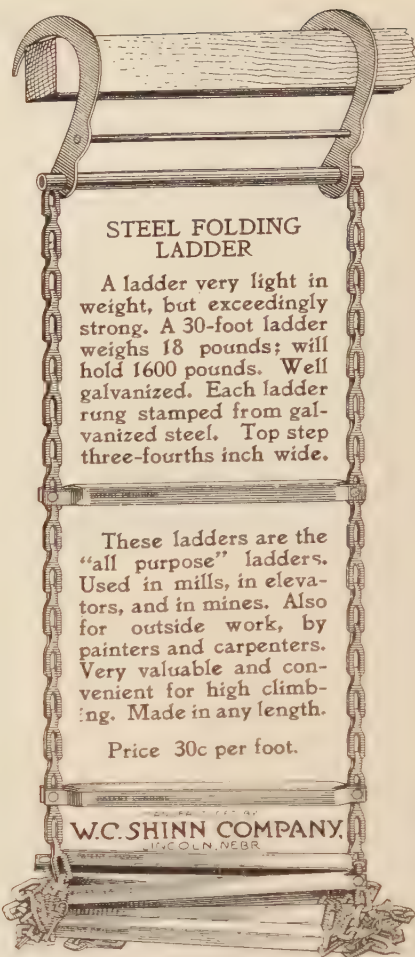
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Clark's Vest Pocket Grain Tables reduce pounds to bushel on any number of pounds from 10 to 100,000. Printed on ledger paper in red and black. The red figures show the pounds and the black the bushels and pounds.

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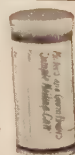
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which will not clog or bind. Steel tubing fitted with maple pole. Point is turned of solid bar steel. Top is fitted with a bronze collar. Trier is 56 x 1 1/4 inches and has eight openings.

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Since 1855

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between simply a belt, and a belt plus a big reputation.



Our elevator belting, in the end, gives the greatest returns on the investment. Used and approved by some of the largest elevators in the country. Estimates for equipments cheerfully furnished.

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## Shippers' Record Book

is designed to facilitate the bookkeeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 carloads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH" and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

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GRAIN DEALERS JOURNAL

315 S. La Salle Street

CHICAGO, ILL.



**A COMPLETE FEED MILL**

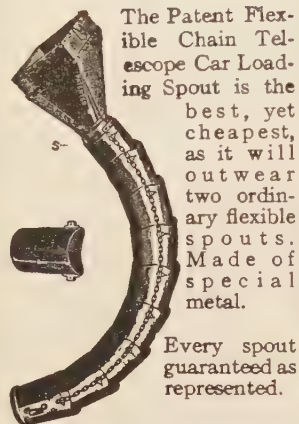
We furnish complete designs for Feed Mills to suit any particular case.

WRITE TODAY FOR PARTICULARS

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Millwrights and Mill Supplies

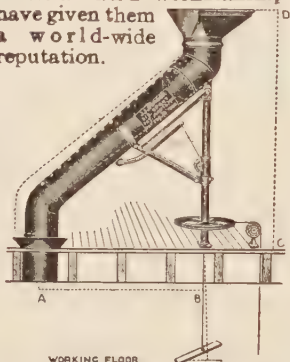
**Gerber Spouting  
Has No Equal**

The Patent Flexible Chain Telescope Car Loading Spout is the best, yet cheapest, as it will outwear two ordinary flexible spouts. Made of special metal.

Every spout guaranteed as represented.

**The Latest Improved  
Distributing Spouts**

will absolutely prevent the mixing of grain. The best of material and workmanship have given them a world-wide reputation.



Don't accept those "almost as good." For satisfaction, get the genuine, made by

**J. J. GERBER**

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Why Not

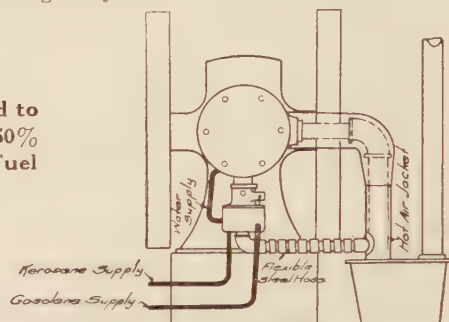
**ECONOMIZE**

On your fuel bill? You can do this by installing an

**American Kerosene Carburetor**

and doing away with the use of gasoline.

**Guaranteed to  
Save You 50%  
of Your Fuel  
Bill.**



You do not have to make any change in your equipment, only to attach your kerosene carburetor and go ahead.

This carburetor can be used on tractors, etc., in fact any place where a gasoline engine is in use, and will cut your fuel bill at least 50%, as well as prolong the life of your engine, as kerosene is a lubricant and will reduce your friction load, while gasoline is not.

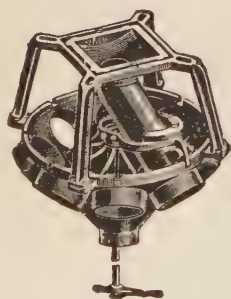
Will furnish sworn testimonials on request; write us for them, also descriptive circular. All Carburetors guaranteed.

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FRANKFORT, INDIANA

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Installed — Guaranteed — Tested

We are prepared to sell the

**HALL SPECIAL  
(Elevator Leg)**

completely installed, set in operation, with guaranteed results, in your elevator. This must convince. The Hall Special is 100% more efficient than other legs of equal size. Efficiency—Capacity—in other words—Daily results, are what is wanted of an elevator leg. 100% profit daily, and continuously, staggers the imagination. But more definite than this we designate bushels per hour continuously. Guaranteed and tested. It must be admitted that if this proposal is genuine it is invincible.

The unrivaled efficiency of the HALL SIGNALING DISTRIBUTOR is already everywhere known. In saving from mixed grains alone it sometimes cancels its cost in one day.

The Hall Special Leg includes the Signaling Distributor. It is a paragon in uniform—visible—demonstrative economies.

SEND FOR OUR PROPOSAL

**Hall Distributor Company, 222 Range Bldg., Omaha, Nebraska**

**Fence Posts**

The Century "T" Steel Drive are rigid. Made of heavy high carbon "T" steel like illustration; strongest known shape in steel—means a fence for life. Means strength, durability and economy. We are the originators of the Century "T" Steel Post.

**There Are No Substitutes**

Write **FUNK BROS. MFG. CO.**  
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**Sure Death to Rats**

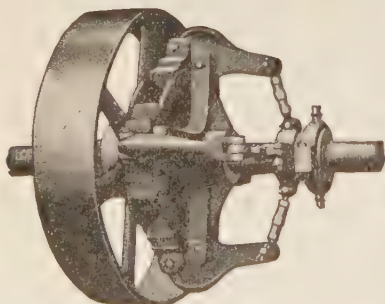
BY USING OUR

**"RAT SWAT"**

Rat Swat is sold under our guarantee to rid your building of these pests or your money back, if used according to directions. One package covers 3,000 feet. Price \$3. Send for booklet.

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1509 Walnut St., Kansas City, Mo.

**SAVING MONEY**

is very easy by using Tester Friction Clutches on your line shafts and machines. You then only operate such shafts and machines as are really needed.

Tester Clutches means cutting out the waste and saving money, power, trouble, time and temper.

Get Our FREE BOOKLET

**Decatur Foundry, Furnace  
& Machine Co.**

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**Put Your Name**

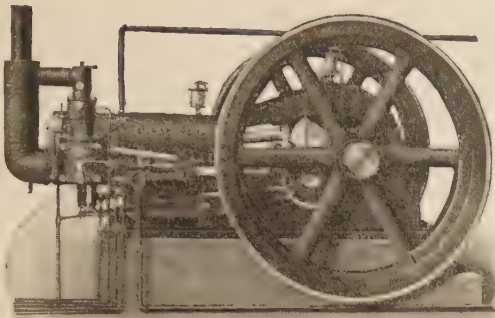
where every progressive grain dealer will see it and keep it there.

THAT IS IN THE

**Grain Dealers Journal**

OF CHICAGO





## OBVIOUSLY

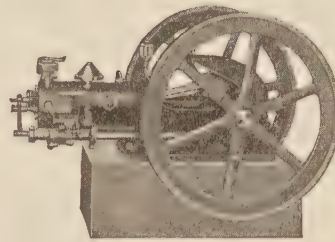
The Factory that built the FIRST ENGINE to USE OIL, and the SECOND ENGINE to USE GAS IN THE WORLD, and this over THIRTY YEARS AGO

Can Furnish you the Best and the Latest in EACH LINE.

For it has been experimenting and perfecting constantly during that period.

CATALOGS UPON REQUEST

**CHARTER GAS ENGINE COMPANY**  
60-80 Wallace St. STERLING, ILL.



## OTTO Gasoline and Gas Engines

### Take the Railroad for Your Example

Freight locomotives are heavy-built, slow speed machines. They convey the impression of enormous power and solidity.

They have the heavy, long-sustained work to do. They are made slow-speed and heavy to make them lastingly reliable.

The stationery gasoline engine occupies a similar position in industry. It should develop its power at safe, slow speeds, and be strong and heavy, for the same reasons that apply to freight locomotives.

Many light and fast engines equal OTTOS in horse power, but they need the speed to get the power; and the light weight reduces the cost—yet everyone knows that light weight and high speed make a poor combination in stationary engines.

Buy safely—heavy, slow speed OTTOS have proved themselves in over 100,000 cases during 40 years of service.

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### GENUINE CRUDE AND FUEL OIL ENGINES

Operate successfully on cheapest fuel oil.  
Sizes 10 to 75 H. P. Stationary only.

**MUNCIE OIL ENGINE CO.**  
Muncie, Ind., U. S. A. 1215 Jackson St.

### ACME ENGINE CO.

LANSING, MICH.

Before you install an engine, consider  
the simplicity of the Acme. Write  
**WILLIAMS HARDWARE CO.**  
MINNEAPOLIS, MINN.



### HOTEL DYCKMAN

6th Street Near Nicollet  
**MINNEAPOLIS NEWEST HOTEL**

325 Rooms, Every Room with private bath  
Rates \$1.50 to \$5.00 per day

The DYCKMAN gives more for the money  
than any hotel in the Twin Cities

Headquarters for the Grain Trade  
H. J. TREMAINE, President and Manager

### THE AUTOMATIC DUMP CONTROLLER



#### Have You One?

Since the time of year  
is here for tearing out  
old machinery, installing  
new, and doing a great  
many things to prepare  
your Elevator for a good  
long running Season, we  
ask you—WHAT IS  
MORE IMPORTANT  
THAN A GOOD  
WORKING DUMP.

Does your dump have that  
jar and jerk, so commonly  
seen in Elevators?

Does your dump frighten  
the Farmer's Team when he  
drives on?

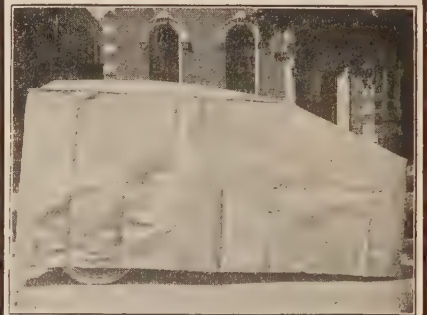
If this be true, there is  
something lacking in your  
equipment. Have you used  
our AUTOMATIC DUMP  
CONTROLLER?—If not,  
you cannot commence earlier  
than today?

Circulars Upon Request

**L. J. McMILLIN**  
523 Board of Trade Bldg.,  
INDIANAPOLIS, INDIANA

There is no better time to adver-  
tise than the present. Better  
start before your competitor.  
Write the JOURNAL today.

### KENNEDY AUTO STORAGE COVERS



To meet the need of an inexpensive and efficient  
cover for automobiles while in dead storage we are  
making a paper cover, which is proving the right thing  
for this purpose. These covers are made of strong,  
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and will prevent the polished portions from tarnishing  
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We make them in four sizes:  
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Grain Dealers can handle a few of these covers and  
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**THE KENNEDY CAR LINER & BAG CO.,** Shelbyville, Ind.  
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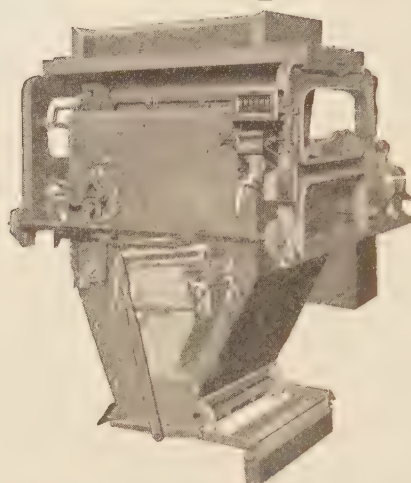
### To BUY or SELL RENT or LEASE an ELEVATOR

Place an adv. in the "Wanted" or "For Sale"  
columns of the GRAIN DEALERS JOURNAL  
of Chicago. It will bring you quick returns.



# THE RICHARDSON DOESN'T PROMISE IT Accomplishes

A  
Promise  
is  
Only a Hope



An  
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is  
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## TYPE REGISTERING

¶ If it's a **WAGON SCALE** you need, you had better see the **RICHARDSON SCALE CO.**  
Suspension Bearing. Railroad Track Scale Pattern. No check rods to bind. No balls to freeze up in winter.  
**SOLD ON FIVE YEAR GUARANTEE.**

### RICHARDSON SCALE CO.

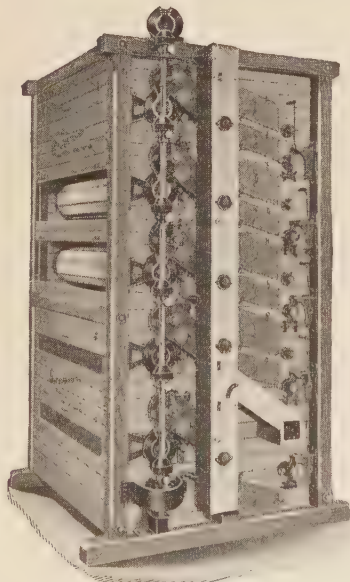
209 S. State St., Chicago, Ill.  
327 Grain Exchange Bldg., Omaha  
Passaic, N. J.

413 S. 3rd St., Minneapolis, Minn.  
Rialto Bldg., San Francisco  
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Specify **RICHARDSON AUTOMATIC TYPE REGISTERING SCALE** for your new elevator. Don't say "Or Equal." There isn't any "Or Equal." Most of the **Reliable** elevator builders are glad to use **Richardson's**. It lessens their trouble.

## The RICHARDSON NewType Wheat and Oat Separator

(THE PERFECTED MACHINE)



eliminates the question of results by the following guarantee:

Select the type for your needs. We will ship it to you on 30 days' free trial. It must deliver results never given you by any other separator, upkeep low, account of splendid construction. The cost is lower compared with results delivered.

Send for full particulars as to price, floor space needed and power consumption.

### Richardson Grain Separator Co.

1179 15th Avenue, S. E.  
MINNEAPOLIS, MINN.

## Purchase and Sale Contracts

is a new book, designed to meet an ever increasing demand for a record which will enable the dealer to balance his Purchases and Sales and determine almost instantly, whether he is long or short.

Separate pages are devoted to each kind of grain, thus simplifying the recording of each contract. This form covers facing pages, the left hand pages being devoted to a record of contracts for——Purchased, under which the following information is entered: "Date, From Whom Bot, Bushels, Grade, Delivery, Price, By Whom, How and Remarks."

The right hand pages provide spaces for a record of contracts for——Sold as follows: "Date, To Whom, Bushels, Grade, Shipment, Price, By Whom, How and Remarks."

Do not attempt to do business without keeping this record. It requires only a few minutes work each day and may prevent large losses with the present unstable conditions of the market.

The book contains 80 double pages, size 8½x14 inches, ruled and printed on heavy ledger paper and well bound in full tan canvas.

Order Form 18 P & S, price \$1.75 per copy

### GRAIN DEALERS JOURNAL

315 South La Salle St.

Chicago, Ill.



# Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

## ELEVATORS FOR SALE.

**OHIO** Elevator and general supply business. Act Quick. No agents. Monigan, Rochester, Ohio.

**FOR SALE**—Elevator and feed mill, best paying elevator in Eastern Oklahoma. A great bargain. Address Box 462, Kansas City, Mo.

**CENTRAL, ILL.** New up-to-date Elvtr. 300,000 bu. shipments. Good town. Price \$17,000. Terms. Money maker. Address Val, Box 6, Grain Dealers Journal, Chicago.

**OKLAHOMA** Elevators for sale, located in Northern and Northeastern Okla., good locations, good grain sections. Address E. W. Box 6, Grain Dealers Journal, Chicago.

**ONE** Elevator on Vandalia R. R., Butler Branch \$1,000.00; one on the C. & O. of Indiana \$7,200.00. Inquire of F. P. McCadden, 12 Mile, Indiana.

**FOR SALE**—100,000 bu. elevator with electric and gasoline power at station that handles 500,000 bu. annually. One competitor. Price \$7,000. Address James M. Maguire, Campus, Ill.

**INDIANA** An up-to-date, new, one-man grain elevator. Gas. Flour, feed, coal, tile, etc., in connection. On private ground. Town of 300. Lumber yard needed, 80 mi. S. E. Chicago. Address Lock Box 461, Ora, Ind.

**OKLAHOMA** Two Elevators for sale in one of the best grain sections. Good churches and good schools. Cheap if taken soon. For particulars address Ryan, Box 6, Grain Dealers Journal, Chicago.

**KANSAS** 12,000 bu. cap. elvtr., in good rich wheat-growing country. In town of 1,000, doing excellent business. Also handles feed and coal. For particulars address James Garrett, Belle Plaine, Kans.

**NORTHERN ILLINOIS** iron clad, cribbed elevator in good territory. Capacity 10,000 bus., electric motor, up-to-date construction. A one man plant. Coal and feed business can be obtained. Address Wakefield Grain Co., Waterman, Ill.

**FOR SALE** Three elevators in Wisconsin, one located on C. & N. W. Ry., and C. M. & St. P. Ry. and other two on C. & N. W. Ry. Good paying proposition all year. Flour, seed and staples are jobbed in connection to the retail grocers. Reason for selling surviving partner retiring from business. Address XO, Box 12, Grain Dealers Journal, Chicago, Ill.

## TWO ELEVATORS FOR SALE.

In Ohio, one located in thriving town, good grain section as any in Ohio. One on R. R. right of way, used mostly for storage. Both operated with Gas engines, combined capacity 25,000 to 30,000 bus. Best of reasons for selling. Coal, salt, posts and Flour as side lines. Address D. W., Box 7, Grain Dealers Journal, Chicago.

**OHIO**—For Sale at a bargain, up-to-date elvtr. and large hay warehouse, both fully equipped, and now running. Elvtr. capacity 35,000 bu., which can easily be increased. Three loading out spouts, car shed, R. R. tracks, etc., Frontage 850 ft. C., H. & D. R. R. Reason for selling, other business requires owner's attention. For full particulars and price address Carl, Box 7, Grain Dealers Journal, Chicago.

## ELEVATORS FOR SALE

**FOR SALE**—Good OHIO elevator and retail business in connection. Write Cowen, Box 3, Grain Dealers Journal, Chicago.

**FOR SALE**—Elevator 15,000 bu. capacity, and 100 barrel capacity roller mill, both on same location. Modern and fine shape. In good grain center. Newcomer, Adair, Okla.

**NORTHWESTERN OHIO** Elvtd. & coal business \$15,000.00. No trades. Do not write unless mean business. Address Wil, Box 11, Grain Dealers Journal, Chicago.

**SOUTHERN KANSAS** Elevator for sale. Only one in good grain territory. Write for particulars to James, Box 1, Grain Dealers Journal, Chicago.

**OKLAHOMA** 20,000 bu. Elevator for sale. On C. R. I. & P. R. R. Only elevator at station. Handles grain, feed, flour and meal. For particulars write Only Box 6, Grain Dealers Journal, Chicago.

**CHOOSE YOUR ELEVATOR** from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

**SOUTHWEST KANSAS**—20,000 bu. capacity elevator and coal business. Best location, station ships 500,000. Good wheat prospect. Address K, Box 5, Grain Dealers Journal, Chicago.

**NORTHERN INDIANA**—25,000 bu. grain elevator and coal business for sale. Want to sell on account of health. For further particulars address Willis, Box 5, Grain Dealers Journal, Chicago.

**ILLINOIS** Elevator, 28,000 bu. grain, 18,000 ear corn, for sale on own ground on C. B. & Q. R. R. Handles Feed, Seed and coal. A bargain. Address Earl, Box 6, Grain Dealers Journal, Chicago.

**MINNESOTA** Elevator, 10,000 bushels capacity and large tank holding 50,000 bushels, on Omaha right of way, for sale to close estate. Address Edward C. Farmer, St. James, Minnesota.

**CENTRAL INDIANA**—Will sacrifice \$1,000.00 on a 12M. capacity house, lumber shed, coal sheds and other buildings. Handles 60M. bus. grain; 12 to 15 cars lumber; 10 to 15 cars coal and other items. On Wabash R. R. Private ground. Price \$5,500.00. For information address New, Box 6, Grain Dealers Journal, Chicago.

**NORTHEASTERN MICH.** 40M.-bu. concrete foundation, electric power and lighted elev. Good bean and grain country; 3 hopper scales, 4 giants, 2 gibbs, 2 polishers, 2 Tinkerns. Good railroad facilities; on section road; seeds, feed, coal, hay business. Quick sale. Address Quick Sale, Box 6, Grain Dealers Journal, Chicago, Ill.

**FOR SALE.** A half interest in a 75,000-bu. elevator on land leased of Santa Fe Railroad. Can also load on Big 4 in town of 800, 60 miles from Chicago. Cribbed elevator; 3 legs; 3 dumps, Richardson Automatic Scale; electric motor power; 20 h. p. Gasoline engine, good working order; good office. Station handles 700,000 (seven hundred thousand) Bushels. One competitor. Price for half interest \$4,500. Buyer must take management of same at a salary agreeable to both parties. Address all correspondence to Herbert Austin, Reddick, Illinois.

## ELEVATORS FOR SALE.

**FOR SALE**—Long lease on one or more elevators in good grain belt of Nebr. Better than owning elevators. Address Long, Box 5, Grain Dealers Journal, Chicago.

**FOR SALE**—Two Illinois Elevators operated from one office with lumber and coal in connection. Handle 500,000 bu. grain annually. Address James M. Maguire, Campus, Ill.

**EASTERN KANSAS** 10,000 bu. Elevator for sale, large territory, good crops. Large percentage yet to handle. Good coal bins. Part cash and terms. Address Code, Box 5, Grain Dealers Journal, Chicago.

**KANSAS**—18,000-bu. concrete bottom hopper elevator for sale. Equipped with Richardson Automatic hopper scale, coal sheds. Only 4 other small elevators at station. Central Kans., U. P. R. R. Address Sun, Box 4, Grain Dealers Journal, Chicago.

**CENTRAL ILLINOIS** Elevator on I. C. R. R., Chicago & New Orleans line, 30,000 bu. cribbed house, 20,000 bu. ear Corn Crib, large cob & dust house, three dumps, low drive, Western Sheller, Gyrating cleaner, Automatic scales, electric power, in fine grain section, 500,000 bu. station. Coal and feed handled. Liberal terms to purchaser. For particulars address Frank, Box 7, Grain Dealers Journal, Chicago.

**NORTHERN INDIANA**—15 M. Iron Clad cribbed elevator in good live town of 800; good farming community; no competition; everything up to date and well equipped. Steam power with plenty of cobs for fuel. Handle wheat, corn, oats, rye and all small seeds. Good wholesale and retail flour and feed trade. A splendid money maker. Good reason for selling. Address Bros., Box 4, Grain Dealers Journal, Chicago.

## INFORMATION BUREAU

**READERS DESIRING** to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

## PARTNERS WANTED.

**YOU CAN SECURE** a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

## ELEVATORS WANTED.

**WANTED** to buy a 20 or 25M. bu. elevator in Iowa or Southern Minn. Will pay cash for a good location. Address Well, Box 4, Grain Dealers Journal, Chicago.

**WILL BUY** or rent Elevators in Iowa, Minnesota and South Dakota, located on Milwaukee, Rock Island or Burlington Railroads. Give full particulars to Bert, Box 7, Grain Dealers Journal, Chicago.

**ONE** of the best 240 acre farms, well improved, in Central Kans., about 200 acres wheat, 2 miles from town, to exchange for elevator in good location. Address Chance, Box 5, Grain Dealers Journal, Chicago.

Somebody's always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevator For Sale" Columns of the Journal.



**ELEVATOR BROKERS.**

**SELLERS** list your elevators and buyers buy your elevators thru John A. Rice, Frankfort, Ind.—Reliable Broker 10 years.

**IF YOU** wish to buy or sell an elevator, write, wire or phone me. Always have a nice assortment to select from at prices ranging from \$3,500 to \$25,000. James M. Maguire, Campus, Ill.

**LIST YOUR** elevators or other business with me. Have a large number of buyers, and can find just what you want for you. Write today. W. C. Chancellor, 117 E. Markland Ave., Kokomo, Ind.

**LIST YOUR ELEVATORS AND REAL ESTATE** with me for results. NAT P. CLAYBAUGH, ELEVATOR AND REAL ESTATE BROKER, Board of Trade Bldg., Frankfort, Ind.

**BUSINESS OPPORTUNITIES.**

**ALFALFA MILL,** Elevator and coal business for sale at a bargain. E. H. Link, Hillrose, Colo.

**ELEVATOR** and warehouse for sale. Good grain, flour and feed business. Inquire of Jos. W. Schmit, Fredonia, Wis.

**MY 350 bbl. mill** and 60,000 bu. elevator and grain tank in the best city in Kansas. Owner retiring from active milling offers this valuable property at a bargain on good terms. Address Opportunity, Box 7, Grain Dealers Journal, Chicago.

**GET AWAY** from the cold winters, but stay in the Grain Business.

A wholesale grain and feed business in Memphis, will lease elevator and warehouses or sell. Box 733, Memphis, Tenn.

**NORTHERN ILLINOIS** Coal, grain, feed business. Grain and feed storage 25,000, coal 2,000 tons; feed mill 60 h.p. steam, up-to-date. Good proposition for hustler. T. F., Box 6, Grain Dealers Journal, Chicago.

**WHATEVER** your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,100 grain men look to these columns twice a month for real opportunities.

**FOR SALE,** an old established mail order seed house at a sacrifice, located in the heart of the clover seed district. Well equipped for the handling of all kinds of farm seeds. A large mailing list of reliable customers. Also good local business. Address Mail Order, Box 6, Grain Dealers Journal, Chicago.

**INDEPENDENT ELEVATOR COMPANIES:** Let us tell you how to finance your grain business in an Independent Manner; and at less cost in interest than you are now paying. No obligations to Commission men or local Bankers.

**SECURITIES INVESTMENT CO.,** Chicago.  
408 National Life Bldg.,

**KANSAS—First class Mill and Elevator** for sale. Flour mill 175 bbl.; 40,000 bu. Cribbed Elevator. Both mill and Elvtr. lined all over with steel. Large brick boiler and engine room; 200 h.p. Corliss engine; 150 h.p. Atlas boiler plant; track scale. In good town, on two railroads, fully equipped, ready to run; on private land. No better wheat belt in the state. Same is all clear of incumbrances; \$8,000 cash will buy this with a \$3,000 note payable in two years. A bargain in a mill for someone who understands milling. Am no miller, and not able to get my sons interested to take it. Address Kafir, Box 1, Grain Dealers Journal, Chicago.

On the other end of the Journal's "Wanted—For Sale" columns you will find 6,500 grain dealers anxious to know what you have for them.

**SITUATIONS WANTED.**

**WANTED—A position** by young man as Manager of elevator. 3 years experience. J. M. Burrows, Peckham, Okla.

**WANTED** Position as Manager of Elevator or traveling for some good firm. 9 yrs. experience, good reference. Address R. C. F., Box 7, Grain Dealers Journal, Chicago.

**WANTED POSITION** as Manager of County Elevator; 2 yrs. experience. Reference, last employer. Address W. B., Box 6, Grain Dealers Journal, Chicago.

**WANTED POSITION** as Manager of Country elevator or solicitor. Fully competent to do this work. Address X. L., Box 5, Grain Dealers Journal, Chicago.

**POSITION WANTED** as buyer for line house in Northwest. Best of references; 4 years' experience. Address Best, Box 6, Grain Dealers Journal, Chicago.

**WANTED—Position** as traveling solicitor for reliable grain firm or Manager of elevator. 14 years in the grain business. Address Results, Box 5, Grain Dealers Journal, Chicago.

**WANTED POSITION** as Manager or Auditor by man who thoroughly understands grain and can furnish best of references as to character and ability. Address Now, Box 3, Grain Dealers Journal, Chicago.

**WANTED** Position as Manager of Country elevator, have had a great many years' experience, can give best of references. Write 614 Board of Trade, Indianapolis, Indiana.

**BY German** 37 years old, honest, sober and not afraid to work, as manager in elevator. 10 years' experience. Neb., Kans. or Western Iowa preferred. Address Bob, Box 2, Grain Dealers Journal, Chicago.

**POSITION WANTED** with reliable grain firm or mill by experienced young man now emp. as bookkeeper. Can buy and sell; understand tariffs, know Kans. and Okla. trade. All references. Address Lind, Box 7, Grain Dealers Journal, Chicago.

**POSITION WANTED** as Manager of Country elvtr. or grain solicitor. 15 years experience as buyer and manager. Good bookkeeper and mechanic. Best of references. Will go anywhere or Canada. G. A. J., Box 42, Vesper, Kansas.

**POSITION WANTED** by young unmarried man with excellent education. Have been in the grain business for a number of years, and thoroughly understand all branches. Am familiar with the terminals in the South and East, and well known in Northwest. Best references. Address Grand, Box 7, Grain Dealers Journal, Chicago.

**YOUNG** man, 26 yrs. of age, High School graduate, wishes position with a grain commission or terminal Elevator Co. in Twin Cities, where hard work and honesty will be appreciated. Quick at figures and write a plain, legible hand. Have spent the past three years buying and handling grain. Can begin work about July 15 or August 1. Best of references furnished as to character and ability. Address Best, Box 7, Grain Dealers Journal, Chicago.

**ARE YOU** looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experiences, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal, Chicago, Ill.

**SITUATIONS WANTED.**

**POSITION WANTED** as Manager of Farmers elevator. 3 years experience. Understand bookkeeping and buying and selling of grain. Also experienced in live stock business. Reference A-1. Address EP, Box 5, Grain Dealers Journal, Chicago.

**WANTED** position as Manager Farmers Elevator, or good Line Co. Have had 15 yrs. experience in grain, live stock and coal. Can talk some German. References, and take job on a few days notice. Address Ted, Box 1, Grain Dealers Journal, Chicago.

**MILLS FOR SALE.**

**FOR SALE** 150-bbl. flour mill, situated in Kansas wheat belt, in operation; money maker. Address Bee, Box 6, Grain Dealers Journal, Chicago.

**FOR SALE.**

A-No. 1 Custom Feed Mill and coal business. Write for particulars to E. D. Holdridge, Randolph, N. Y.

**TWENTY-FIVE-BARREL** wheat and 100 bu. corn mill for sale, also saw mill. Good six-room residence with the above. All in good farming country. Address H. H. Basore, Kingston, Ark.

**FOR SALE OR RENT—A fine up-to-date** mill, located in the heart of a buckwheat and dairy country; capacity 50 bbls. wheat flour and 100 bbls. buckwheat flour; 8 to 10 tons of feed; grain storage for 2 or 3 cars; about 2 acres of land, and private railroad switch; steam power and gas engine, either one sufficient power to run mill alone; good buckwheat flour trade in car lots established; large local feed trade. Address Chase, Hibbard Corporation, Elmira, N. Y.

**PROPOSALS.**

**PROPOSALS FOR GASOLINE, FORAGE & BEDDING:** Dept. Quartermaster's Office, 556 Federal Building, Chicago, Ill. Sealed proposals will be received here until 11 A. M., Central time, April 17, 1916, for furnishing gasoline, forage and bedding at posts in Central Dept., during year commencing July 1, 1916. Information furnished upon application.

**PROPOSALS FOR FORAGE AND BEDDING:** Dept. Quartermaster's Office, 556 Federal Building, Chicago, Ill. Sealed proposals will be received here until 11 A. M., Central Time, April 24, 1916, for furnishing forage and bedding required for Militia and Central Dept., during year commencing July 1, 1916. Information furnished upon application.

**GOVERNORS ISLAND, N. Y. H.—Sealed** proposals, in triplicate, for furnishing coal, forage and straw and gasoline (three months' and a year's supply) and wood, mineral oil, beef and mutton, required in Eastern Department during year commencing July 1, 1916, will be received here until 11 a. m., April 19, 1916. Information furnished on application to Department Quartermaster.

When the first ring of the door bell is not answered, don't conclude that the folks are not at home. This applies to Journal "Wanted—For Sale" advertising. Ring again.



## HELP WANTED.

WANT A man not over 40, who understands elevator machinery thoroly, including steam and gasoline power, who is sober at all times, industrious and energetic, and who will continually have in mind his employer's interests, for a country elevator. To such a man who can furnish satisfactory references, we will offer a good salary. Communicate with Shultz & Bump, Keensburg, Ill.

## EXPERIENCED SEEDMAN WANTED

—For well established Southwestern business handling field seeds principally—young man with executive experience with a Western or Southern field preferred. Answer giving age, details of education and experience in the seed and grain lines. Give positions held, nature and responsibilities assumed in each and salaries received. Give reasons for any change in location or employment. State salary expected. Interest in business may be had if desired. Full answer in sealed envelope will be carefully considered in confidence. Address Southwestern Seedsman, Box 7, Grain Dealers Journal, Chicago.

## SCALES FOR SALE.

SECOND - HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

FOR SALE. 2 100-Ton 42' refitted Howe No. 4 Style Track Scales with Railroad Beams, \$300.00 each, F.O.B. cars, St. Louis, Mo. Howe Scale Co., Manufacturers Soudan Automatic Grain Scales, 409 North Fourth St., St. Louis, Mo.

## DYNAMOS—MOTORS.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

## SAFE FOR SALE.

TIMER For Bank or Burglar Safe, cost \$140.00 sell for \$60.00. Condition perfect. Howe Scale Co., 409 No. 4th St., St. Louis, Mo.

OVERSTOCKED with Second Hand, rebuilt safes, prices as low as \$20.00 for safe 32" high. Write today and state your wants. Howe Scale Co., 409 No. 4th St., St. Louis, Mo.

## SECOND-HAND BAGS AND BURLAP.

SHIP YOUR second hand bags to the Louisiana Bag Corporation, New Orleans, and receive highest market prices.

## WHEAT BAGS FOR SALE.

5,400 second hand cotton bags at 11c each f.o.b. St. Louis, any quantity. Foell & Co., 123 Market St., St. Louis, Mo.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

The paper the Grain Dealer supports, because it supports the Grain Dealer—

GRAIN DEALERS JOURNAL

## ENGINES FOR SALE.

FOR SALE. 1 75 h.p. gas engine in splendid condition. Can be seen running. Citizen's Wholesale Sup. Co., Columbus, O.

FOR SALE. Good up-to-date Ten Horse-Power Oil Fairbanks Morse Engine. Gas Tanks, Pipes and fittings. Used fourteen months. Price \$350 F.O.B. car at Akron, Colorado. Address Farmers Elevator Co., Akron, Colo.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

## GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.  
25 H. P. Columbus.  
25 H. P. Fairbanks-Morse.  
22 H. P. Fairbanks-Morse.  
15 H. P. Fairbanks-Morse.  
12 H. P. Fairbanks-Morse.  
6 H. P. Fairbanks-Morse.  
4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

## SOLICITORS' SIDE LINE.

WANTED men calling upon grain shippers to carry small book needed by every grain firm. Easy sales, large commissions. Address W. B. Granger, 507 Traders Bldg., Chicago, Ill.

## MISCELLANEOUS.

ADDING MACHINE \$3.50—Capacity \$999,999.99. Weight, four ounces. Guaranteed accurate and against wear for one year. With it you can add, multiply and subtract. Used by hundreds of grain dealers and elevator managers. Fast, simple, accurate. Sent prepaid, check, money or postal order. Corcoran Co., 303 Merrill Bldg., Milwaukee, Wis.

## FERRETS.

FERRETS, 1,000 good ratters, hunters. Breeding stock sale. G. Breman Co., Danville, Illinois.

## FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

Every penny invested in a Journal "Wanted—For Sale" ad returns an amazing per cent of profit.

## MACHINES FOR SALE.

FOR SALE—One large Boot tank, new, for size and dimensions address A. H. Richner, Crawfordsville, Ind.

FOR SALE. One Cyclone Dust Collector in first-class condition. Made by S. Howes Co., their No. 9, 9 ft., 7 in. high. Price \$45.00. C. H. Yates, Oak Ridge, Virginia.

FOR SALE. One 140' 10" 4-ply rubber cup belt, brand new, 130 Salem cups 5x9, new. For particulars address B. F. Bertrand, Clemens, Minn.

ELEVATOR OPERATORS wanting good second-hand elevator machinery or supplies invariably make their want known thru the "Machinery Wanted" columns of the Grain Dealers Journal, Chicago.

Can save and make money for you.

Entire line of remodeled guaranteed 2nd hand machinery must be sold within 30 days. Any size or make. Single and Double Head Attrition Feed Grinders and Corn Crackers. Single and Double 2 and 3 Pair High Roller Mills, Reels, Packers, Grain Cleaners, for all purposes. Bolders, Motors, Water Wheels, Burr Mills, Crushers, Shellers, etc. Can supply any thing new or 2nd hand for Flour or Feed Mill, Grain Elevator, etc. Satisfaction guaranteed. Write for prices at Once.

George J. North,

9 South Clinton St., Chicago, Ill.

## FOR SALE.

Three size 2 Gray's Patent flour dressers. Two of these in excellent condition. The third shows usage, but is in good condition physically.

One 125 bu. per hour Beal polisher and scourer in good condition. The iron frame and casing on this machine makes it almost non-destructible.

Iron pulleys of all sizes and description. Steel conveyors of all sizes and lengths.

Elevator boots. Several sizes; in good condition.

Shafting of various sizes and lengths. Wells-Abbott-Nieman Co., Schuyler, Neb.

FOR SALE—Two No. 5 and one No. 5½ "Monitor" Cracked Corn Graders, capacity for taking Stock from a pair of 9x30 rolls. 2000 Ft. 12" 6 ply New Balata Belt @ 65c per foot.

400 Ft. 16" 6 ply New Balata Belt, @ 88c per foot.

800 Ft. 18" 6 ply New Balata Belt @ 99c per foot.

Two No. 0 and Two No. 1 "Willford" Three roller Feed Mills.  
120 feet 2½" Iron Pipe.  
100 Feet 1½" Iron Pipe.

Write for complete list of Bargains. We may have just what you want at the right price, too.

B. F. GUMP CO.

431 to 437 S. Clinton St.,

Chicago, Illinois.

## HAY WANTED.

DON'T SHIP HAY

Elsewhere until you get prices and conditions in Cincinnati market. Write J. F. O'Brien, Mercantile Lby. Bldg., Cincinnati, O.

## DUPLICATING SCALE TICKET BOOK

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white perforated sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets, each ticket being printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt.; Price per Bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. It is intended that a sheet of carbon shall be placed between the white and manila sheets, so that altho the weigher tears out a ticket and gives to each driver, he retains a facsimile of each scale ticket given out. 800 tickets in each book. PRICE \$1.25.

GRAIN DEALERS JOURNAL, LA SALLE STREET CHICAGO, ILLINOIS



## SEEDS FOR SALE—WANTED

## SEEDS WANTED.

WE WISH TO BUY Red, Alsike and Bastard Clovers, Timothy, Cocksfoot, Meadow fescue. John Lytle & Sons, Ltd., Belfast, Ireland.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

## WILL BUY

SQUASH AND PUMPKIN SEED, also Melon seed in large quantities, old, not germinating stock. Strong bags for export. Mail sampled offer to

I. L. RADWANER, NEW YORK CITY,  
GRASS, CLOVER AND FIELD SEED,  
IMPORT AND EXPORT.

## CORN BRAN WANTED.

CORN Bran Wanted. P. L. Zimmermann Co., St. Louis, Mo.

## GRAIN FOR SALE.

IF YOU WISH to get in touch with a large number of dealers who have grain of all kinds for sale, insert an advertisement in the "Grain Wanted" columns of the Grain Dealers Journal, Chicago.

## SEED OATS

Car load lots and less

ANY VARIETY

GARTON COOPER SEED COMPANY  
SUGAR GROVE, ILL.

## October Clover \$8.50

Around \$8.50, October clover attracts investment attention based on usual advances during growing season. Your orders get immediate attention.

Southworth & Co.

Second Nat'l Bank Bldg. Toledo, Ohio

## SEEDS FOR SALE.

I HAVE 25,000 bushels of the finest Marquis spring wheat you ever saw, grown on my own place. Tested and guaranteed. Comes from field averaging 62½ bu. per acre. A. B. McVay, grower, Great Falls, Mont.

ALFALFA SEED—Non-irrigated and re-cleaned, also Rape seed, Blue grass, Seed corn, Cane and Millet, Alsike, Red Clover, Sweet Clover, everything in the seed line at Campbell's Seed House, Seward, Nebr., Dept. A.

## FEED FOR SALE.

FLOUR, Bran, Middlings, Cottonseed meal, O. P. oil meal, dairy feed, stock feed, selected seed oats, straight or mixed cars; always in the market for grain, hay, straw; ask for prices deliver. C. T. Hamilton, New Castle, Pa.

## SCREENINGS WANTED.

WANTED TO BUY Wheat screenings, Chicken wheat, corn, oats, corn screenings, wheat bran, Milo maize or kafir corn. Submit samples and prices delivered to Seaboard Feed & Produce Co., Henderson, N. C.

WANTED — Chicken Wheat, Wheat Screenings, Milo Maize, Alfalfa meal, Oat Hulls or Oat Screenings. Wheat Bran and Middlings. Submit samples and prices delivered, car-lots. Adluh Milling Co., Columbia, S. C.

## Milwaukee Seed Company



WHOLESALE SEEDS

LONG DISTANCE TELEPHONE GRAND 972 and 973

104-106 WEST WATER STREET

MILWAUKEE, WIS.

Buyers and Sellers

Medium Mammoth Alsike,  
White Alfalfa, Timothy, Grasses,  
etc.

Mail Samples

Ask for Prices

"The Live Clover House"

Directory  
Grass Seed Trade

## ATCHISON, KANS.

Mangelsdorf Bros. & Co., The, wholesale seeds.

## BALTIMORE, MD.

Scarlett & Co., Wm. G., whse. seed merchants.  
Simpson & Co., W. A., seed merchants.

## BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses.

## BUFFALO, N. Y.

Craver-Dickinson Seed Co., field seeds.

## CHICAGO, ILL.

Dickinson Co., The Albert, seeds.  
Illinois Seed Co., The, grass and field seeds.

## CRAWFORDSVILLE, IND.

Crawfordsville Seed Co., seed merchants.

## EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

## INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers.

## KANSAS CITY, MO.

Missouri Seed Co., who. exp. and imp.  
Peppard Seed Co., J. G., wholesale seeds.  
Rudy-Patrick Seed Co., wholesale seeds.

## LONDON, ENGLAND.

LeMay & Co., C. W., w'sale, exp. & imp. fld. sds.

## LOUISVILLE, KY.

Lewis & Chambers, field seeds.  
Wood, Stubbs & Co., seedsmen.

## MACON, GA.

Georgia Seed Store, field and garden seeds.

## MILWAUKEE, WIS.

Courteen Seed Co., field seeds.  
Milwaukee Seed Co., wholesale seeds.

## MINNEAPOLIS, MINN.

Minneapolis Seed Co., seed merchants.  
Northrup, King & Co., wholesale seeds.

## NEW YORK, N. Y.

Radwaner, I. L., field & grass seeds, exp., imptrs.

## PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field sds.

## SUGAR GROVE, ILL.

Garton Cooper Seed Co., The, seed merchants.

## TOLEDO, OHIO.

The Toledo Field Seed Co., clover, timothy.

## A Trial Order

## GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

Gentlemen:—I wish to try the *Grain Dealers Journal* on the 10th and 25th of each month for one year just to learn if I can get any helpful suggestions from the opinions and experiences of other grain dealers. Enclosed please find One Dollar and Fifty Cents.

Name of Firm.....

Capacity of Elevator..... Post Office.....

.....bus. State.....

## SEED POTATOES

Red River Grown Early Ohios, Six Weeks, Cobblers, White Ohios and Triumphs. Wisconsin Grown Green Mountains, Carmans, Rurals, White Mammoth and Scotch Rurals.

Write quick for prices, car loads or less.

L. L. OLDS SEED COMPANY  
MADISON, WIS.

Journal  
Want Ads  
Bring Results



## SEEDS FOR SALE—WANTED

### SEEDS FOR SALE.

MEDIUM and alsyke clover seed 1914 crop, extra quality. Write for prices. Model Milling Company, Celina, Ohio.

SWEET CLOVER seed, special scarified, hulled & unhulled. Circular and prices on request. John A. Sheehan R. 4 Falmouth, Ky.

NORTHERN GROWN Black Eye Cow Peas for Sale. Choice for seed or cooking, \$1.75 per bushel. Kiest Milling Co., Knox, Ind.

CANE, Black Amber, Cleaned and guaranteed to grow. Local and carlot prices on application. Farmers Grain, Live Stock & Supply Co., Stratton, Neb.

### SEEDS FOR SALE.

FOR SALE—White blossom Sweet Clover Seed, re-cleaned, unhulled, \$15 per 100 lb. John M. Sample, Madison, Ind.

WE OFFER limited amounts of Utah alfalfa, Fancy Canada Field Peas and Mellottus Alba. The Wing Seed Co., Mechanicsburg, Ohio.

ALFALFA SEED—Black Hills Dryland grown alfalfa and sweet clover seed. Send for seed book and prices. Glenheim Farm, R. 13, Whitewood, S. D.

WE HAVE a choice lot of medium yellow and ebony soy beans for sale. Will be glad to submit samples and quote prices upon request. The Epps Farms, Metcalf, Ill.

### SEEDS FOR SALE.

SEED CORN, hand picked, leading varieties, white or yellow, \$2.50-\$3 per bu. Write me your wants. Ed. S. Barry, Hardin, Ill.

GERMAN MILLET. We have a limited supply of German Millet which we can now offer to the market. Correspondence solicited. D. H. Clark, Galt, Mo.

SOY BEANS for sale. Ito San and Mikado Varieties. Germinating test 90%. Price \$2.50 per bu. Fred Bachman, R. R. 31, Acton, Ind.

FOR SALE—Whipporwill, Bunch Clay, Black & White Table, Peas. Early yellow Soy Beans, Long Red Peanuts, Hickory Kind and Prolific Seed Corn. Samples and prices on application. I. Wind & Co., Huntsville, Ala.

### WINTER VETCH

NEW CROP MICHIGAN GROWN  
YOUNG-RANDOLPH SEED CO., Owosso, Mich.

### Crawfordsville Seed Co.

CRAWFORDSVILLE, IND.

Mongul and Extra Select Sable Soy Beans for sale.

We have a limited amount of our own raising.

### Rudy-Patrick Seed Co.

ALFALFA MILLET CANE  
KANSAS CITY, MO.

### CRAVER-DICKINSON SEED COMPANY

Buffalo

Binghamton

Buy and Sell  
TIMOTHY  
CLOVER  
ALSIKE  
ALFALFA  
POP CORN

### SWEET CLOVER (biennial—

White and Yellow—hulled and unhulled)

Fancy Red Top  
Orchard Grass  
Kentucky Blue Grass  
Tennessee Millet  
Cow Peas  
Soy Beans

Write for Samples and Prices Today

WOOD, STUBBS & CO.

(Incorporated)

SEEDSMEN

LOUISVILLE

KENTUCKY

### OUR SPECIALTY

Kentucky Blue Grass Seed

Mo. Grown—Quality Unexcelled

MITCHELLHILL BROS.

ST. JOSEPH, MO.

### SEED CORN SPECIALISTS

We Grow ALL Varieties in ANY Quantities  
WHOLESALE ONLY

Write Us

THE J. C. ROBINSON SEED CO.

WATERLOO, NEBR.

### MINNEAPOLIS SEED CO.

DISTRIBUTORS



BRAND  
FIELD SEEDS

TIMOTHY and MILLET Our Specialties

### CRABBS REYNOLDS TAYLOR CO.

Crawfordsville, Ind.

### GRAIN

CLOVER AND TIMOTHY SEEDS

Get in touch with us.

### CAUGHEY, JOSSMAN COMPANY

DETROIT, MICHIGAN

Buyers and Sellers of

GRASS SEEDS

### WESTERN SEED & IRRIGATION CO.

WHOLESALE SEED GROWERS

Offer high test 1914 Seed Corn.

Yellow Dent  
King of the Earliest  
Pride of the North  
Reid's Early  
Funk's Early 90 Day

Write or wire for prices.

FREMONT,

NEBRASKA

### Ship Your Hay

to

ALBERT MILLER & COMPANY

192 North Clark St., Chicago, Ill.

"LARGEST HANDLERS OF HAY IN MIDDLE WEST"

REFERENCES (First National Bank, Chicago  
National City Bank, Chicago  
National Produce Bank, Chicago)

We have indeed reliable advertisers to talk to you.  
If they interest you, mention that you saw it in The

# Grain Dealers Journal



## SEEDS FOR SALE—WANTED

## SEEDS FOR SALE.

SEED CORN, Reid's Yellow Dent. Matures from 90 to 100 days; germination 95 to 98%. J. N. Hutchinson, Dixon, Ill.

THOMASSON-MORRISON GRAIN CO.,  
Chattanooga, Tenn.  
Headquarters for Southern Cow Peas and Soy Beans. Write us for prices.

SWEET CLOVER SEED—White and biennial yellow. Large and small orders solicited from the trade. Bokhara Seed Co., Box 93, Falmouth, Ky.

SEED CORN—1,000 bus. Boone Co. White and 200 bus. Silver Mine. Butted, tipped and shelled. High test. Samples on request, \$1.50 per bu., bags included. Baker Elev. & Mill Co., St. Francisville, Ill.

SEED CORN—A choice lot of 1915 Reids Yellow Dent Seed Corn, deep grain and well matured, germination test 99%, shelled and graded, sacks free, \$2.50 per bu.; in ear, crated \$3.00 per bu. Will ship on approval. Shady Lane Stock Farm, Jerseyville, Ill.

## SEEDS FOR SALE.

FOR KAFFIR Corn, Feterita, Cane of all kinds, Millet, Turkey Wheat, Milo, Sudan Grass. Write W. J. Madden, Hays, Kan.

PURE, Recleaned, Inspected, tested Sudan Seed, Cane, Alfalfa, Cowpeas, and other seeds. Car lots or less. B. E. Miller (seed grower), Carlton, Tex.

1914 CORN for sale at a bargain. 3,000 bu. Silver King and 1,000 bu. Yellow Dent, all Northern grown with strong germination. Raised near S. Dak. line. Martin Mischke, Crofton, Neb.

SEED CORN. We have a limited amount of Reid's Yellow Dent Corn, from the 1914 crop, high test, satisfaction guaranteed, \$2.00 per bushel in lots of 50 bushels or over. \$2.50 in smaller lots. Bonges & Hatton, Cedar Point, Ills.

No need for formalities—You don't need an introduction to Journal Want Ads.—They will help you without, whatever your problems may be. Make use of them at

## SEEDS FOR SALE.

BLACKEYE White Peas, also Sunflower Seed for Sale. P. L. Zimmermann Co., St. Louis, Mo.

EXTRA GOOD early Yellow dent seed corn, 1914 grown, \$3.00 per bu. Will not last long. In 20 bu. quantities, \$2.00 per bu. A. J. Fosdick, Mo. Valley, Ia.

MINNESOTA Grown seed Corn, North Dakota grown Brome Grass, Red River Valley Seed Potatoes, D. D. Simmons Company, The Moorhead Seed House, Moorhead, Minn.

## RILEY'S FIRE DRIED Seed Corn.

Originators of the World's Famous Boone Co. White and Riley's Favorite. Also Improved Leaming and Reid's Yellow Dent. We have 6,000 bus. high class seed of the above varieties thoroughly dry and well matured. Send direct and get the best. Marley Riley, Thorntown, Ind. Successors to James Riley & Son.

## THE W. A. SIMPSON CO.

BALTIMORE, MD.

"CLOVER SEED"  
"SUNFLOWER," "D. E. RAPE" GRASSES

Write us for prices—carloads or less.

## The Mangelsdorf Bros. Co.

Sweet Clover, Alfalfa,  
Soudan Grass, Millet, Rape.

ATCHISON

KANSAS

## CHOICE WHITE SEED CORN

We have a limited amount of the famous Scioto Valley White corn suitable for seed. We guarantee satisfaction. Price \$1.10 f. o. b. Portsmouth, Ohio.

THE GRIMES-STREITMATTER GRAIN CO.

## TRADE WITH US

When buying or selling

Red, Alsike and White Clover,  
Alfalfa and Timothy Seed

also

Dried Peas.

L. TEWELES SEED COMPANY

Established 1865

Milwaukee,

Wisconsin

## FULL LINE

Field Seeds and Grain  
including Clover, Alfalfa,  
Timothy, Rape, Millet, Seed  
Oats, Wheat, Barley, Corn,  
Field Peas, etc. Also Seed  
Potatoes.

Write for prices and samples

L. L. OLDS SEED COMPANY  
MADISON, WIS.

RED CLOVER

ALFALFA

WARF E. RAPE

WHITE CLOVER

ALSYKE

NATURAL GRASS

ENGLISH RYE

RED TOP

44-46 Pearl St.  
NEW YORK CITY

## The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

EXPORTERS and IMPORTERS

ASK FOR PRICES

## Field and Grass Seed

We can offer SPECIAL LOTS  
of High Grade SEED CORN  
and SEED OATS of GOOD  
GERMINATION.

Write for Samples and Prices.

The Illinois Seed Co., Chicago



# TESTED SEED CORN

Standard Varieties early and medium early Yellow and White Dent Seed Corn. Commercial grade double milled, carefully selected and tested. Dependable qualities showing 90% or better germination according to our tests.

## *OF THE EARLY SORTS WE QUOTE:*

Pride of the North.....	\$1.75
King of the Earlies.....	1.85
White Cap Yellow Dent.....	1.75
Improved Pride of North.....	1.75
Wisconsin White Dent.....	1.75
Wisconsin No. 7.....	1.85
Champion White Pearl.....	1.65

## *MEDIUM EARLY SORTS:*

Improved Leaming.....	1.65
Reed's Yellow Dent.....	1.75
Iowa Gold Mine.....	1.65

All per bushel 56 lb. shelled, f. o. b. Chicago, bags extra.  
Subject to market changes and stock unsold.

## SEED CORN of good vitality is scarce

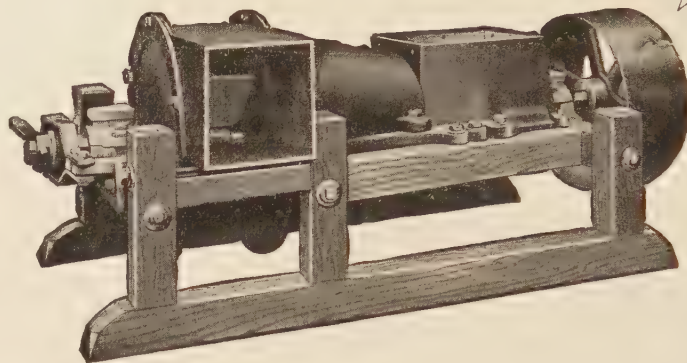
Those who are depending on selecting seed stock from cribs of old corn may be disappointed. A large percentage of the old corn, as well as the new crop, is showing low test.

*Place Your Order Early*

**The Albert Dickinson Company**  
CHICAGO



## Two Wonder Workers



### Victor Corn Sheller

This machine is made to shell only, and is particularly adapted to elevators where it is desired to shell corn in the basement and separate and clean it in the upper part of the house. The sheller consists of a receiving hopper, upper and lower casings, securely bolted to a very strong wooden frame and a shaft on which the feeders and shelling cone are fastened. This shaft runs in two very heavy and long journal boxes which are bolted to the wooden frame. The cone is keyed on the shaft at both ends which prevents all vibration and makes it very rigid. The feeders are patented and adjust themselves automatically, allowing the machine to be run either way and avoiding the necessity of crossing the belt. All in all it is the logical sheller for you to buy, and worthy of your investigation.

### Barnard's Dustless Elevator Separator

This is not a new machine. It is known the world over as a standard machine for elevator purposes where large capacity and good work are desired. It has always been a leader and we have used every effort to keep it so. During the past few years we have added a number of new improvements which greatly facilitate the handling of the machine. Our space here is limited, so we cannot go into details and tell you of all the good features of this machine. If you are in the market for a separator, we urge you to investigate this machine. Our catalog, descriptive of this machine, together with our other equipment for elevators is yours for the asking. Better send for it today—you may need it before the week is up.



**BARNARD & LEAS MFG. CO.**  
MILL BUILDERS AND  
MILL FURNISHERS  
ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



## GRAIN DEALERS JOURNAL

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### THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

### LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, APRIL 10, 1916

THE DEPT' of Agriculture has found that 10% of the seed oats offered for sale this spring will not germinate. To avoid purchasing any of this worthless seed the careful grain dealer will test a sample of each lot offered him. If it germinates less than 95% reject the seed as undesirable.

TWO THIEVES who had robbed country grain offices have been captured and sentenced, one of them to sojourn in an Iowa reformatory "not to exceed 10 years." More sentences of a similar nature, especially to those who are now stealing grain from cars with impunity, would be welcomed in the trade, and would be more generally given if the losers showed more interest in pushing the prosecutions.

MODIFICATION NOTICES relating to grain embargoes, sent out by eastern carriers within the last ten days, when carefully analyzed indicate that no improvement has been made in the congestion of eastern yards. It is far easier and cheaper to temporarily encourage grain shippers by the publication and distribution of these notices than to start any action tending to actually relieve the situation. The most welcome announcement eastern roads could make at this time to grain shippers of the west would be that foundations were being laid for additional elevator facilities at New York and other Atlantic ports.

THE SCARCITY of seed corn in certain sections this season has proved a valuable lesson to many seed dealers, who are now determined never again to be caught short of their principal source of revenue. This number of the Journal reports the erection of many new warehouses to provide additional storage facilities for seed corn, and it is hoped that the movement will become more general, not only in providing additional storage space, but also in bettering the dealer's equipment for selecting and testing the seed.

THE WATER SOAKED condition of the 1915 grain crops and the many losses sustained in their handling has created an increased demand among country elevator operators for inexpensive conditioners. Such a device, the principal expense of which is the installation of a fan, is described in this number of the Journal. The satisfactory results obtained from its use should induce all country elevator operators who would avoid losing money on future moisture laden crops, to either convert the old bleaching tower into a conditioner or build a new device such as described.

THE COTTON FUTURES law enacted by the last Congress has been declared unconstitutional by the U. S. District Court of the Southern District of New York, but that has not disturbed the agitators who are opposed to dealing in commodities for future delivery. Congressman Lever has introduced a new bill, designed to accomplish the same results as the law just declared unconstitutional. The enforcement of such a law would surely work a great handicap to those having cotton to market. Let us hope that the wrath of the sufferers may fall upon the misguided politicians who enact the laws.

ST. LOUIS grain dealers and business men met recently to discuss Missouri's low yield of grain from the acreage planted, and appointed a number of committees with instructions to work vigorously to arouse the grain growers of each county to conduct their work under more intelligent direction. In fact, it is the intention of these agricultural boosters of Missouri to secure the employment of a county agent in every county of the state. The county agents in many states are now recognized as such potent factors in improving the quality and quantity of grain produced that farmers are gladly contributing to their employment. Through these well posted agricultural experts the latest and best methods are brought home to the farmers of each county. Any work country grain dealers can do in helping to bring about improved agriculture would invariably result in profit to themselves and to the farmers.

THE RENTAL for elevator sites on railroad right of way has become so exorbitant in some localities that a few years' rent would buy a similar piece of land. A deed to the property upon which he is doing business is of value to the elevator operator in more ways than one. He not only escapes these expensive boosts in the rental, but he is assured of reimbursement from the railroad should his plant be destroyed from a cause for which the carrier is responsible and when he desires to sell he can select his own buyer.

EVEN WEIGHT BAGS long since drove the bags of varying sizes and weights from the grain trade, and now a conflict is being waged in favor of the 100-lb. bag, and against the further use of bags containing more than this weight of grain. The larger the package, the more roughly will it be handled, and the more likely is it to be broken and its contents scattered and wasted. If bags must be used in handling the grain of any section, then economy demands that one size be used by all, otherwise confusion, disputes and troubles are sure to arise.

GRAIN BAGS are reported from California as losing favor with the trade of that state on account of the high price of jute and cotton, and the agitation for the construction of bulk grain handling plants is gaining force. This will be a radical departure from the old fashioned methods prevailing, but the more rapid handling facilities will cause a reduction in labor expense and eliminate entirely the charge for bags. Within a few years these two items should pay the entire cost of the elevators. Bags are now so expensive, and the cost of handling bagged grain so high, that bags must soon be discarded by the grain trade.

LIGHTNING is credited with two more elevator fires, which are reported on the inside back cover page of this number, and altho one stroke of lightning did considerable damage the fire it started was extinguished by the flowing grain in its incipency, and long before the elevator man discovered that his house had been struck. This experience reminds us that more elevator fires were credited to lightning last year than to any other known cause. The approach of the season for thunder storms should prompt every elevator owner to inspect his plant thoroughly during and after every storm. Some elevators struck by lightning have not burst into flame until six to 10 hours after the storm. Inasmuch as the mutual fire insurance companies are now offering a credit of 10c per \$100 to elevator men for equipping their elevators with standard lightning rods it would seem a matter of economy and safety for all to add this protection.



**CASUALTIES.** A reduction in the number of casualties for a ten-day period to two, is shown by the reports in this number of the Journal, indicating that many elevator operators are installing guards around their moving machinery. The value of this precaution is so great that every operator wishing to maintain his plant free from accidents will make the guarding of his machinery one of the first spring improvements.

A **LOADING BIN** alongside of the country elevator, so built that it extends over the spur or switch of the railroad, is the latest recommendation of a shipper who feels the need of loading doors in the roofs of box cars. Such a bin, however, would require the expenditure of more than enough to keep the shipper provided with power loaders for the balance of his life, when such an arrangement would not be necessary, and would unnecessarily increase the fire hazard of the elevator. A loading bin in the cupola or on the track side of the elevator would expedite the loading of cars just as much as a bin over the tracks.

**FIRES** in grain elevators during the last ten days were caused by overheated stoves, lightning, sparks from a passing locomotive, and overheated bearings. One Indiana plant was blown over by the wind, while another, in Maine, collapsed from too great a pressure on the walls from the inside. The loss to the grain trade was less, however, than it has been for a similar period for many months, which is significant of the results obtainable when causes are carefully reported. The reduction of costly fires to a minimum will mean lower insurance premiums for those protected by mutual fire insurance. The elevator operator should report in detail, if his plant is destroyed, just what caused the fire. The insurance company is then assisted in correcting its schedule so as to reduce the number of fires from the same cause.

**ELEVATOR OPERATORS** using gasoline in their power plants have for some months shown apprehension concerning the price of that distillate which has increased in price from 100% to 200% within the last half year. It is suggested in this number that kerosene carburetors be substituted for the equipment now on the engines, thus permitting the use of either gasoline or a cheaper fuel in elevator power plants. Even tho the price of gasoline should be materially reduced it can never reach the low levels of kerosene or fuel oil, which must be sold in competition with coal. It would behoove elevator operators who are now paying for their fuel twice what it is actually worth, to investigate the merits of such a change in carburetors, possibly making the installation as one of the spring improvements.

**THE UNEVEN** taking up of elevator belts is the principal cause of belts running to one side, causing wear on the belts, buckets and casing, and many times resulting in friction, sparks and fire. The takeup described in this number of the Journal provides automatically for lowering or raising of the boot pulley evenly, and because it does away with the possibility of an employee's mistake it should meet with the approval of operators seeking correct adjustment of this important equipment.

AN **ILLINOIS** jury, before whom a grain dealer was suing a farmer for \$500 because of his refusal to deliver corn sold, returned a verdict in favor of the defendant. This serves to emphasize the advantage of using written contracts so that when the market advances the dealer can depend upon receiving the grain sold and when it declines he can avoid accepting all of the grain tendered by the seller for his neighbors. The written contract, when properly drawn, is fair to both buyer and seller and gives each a clear and specific understanding of exactly what the other intends, so that neither will be forced to bear a loss because of misunderstanding or unwillingness of the other to abide by the contract.

A **FLEET** of 35 barges for the transfer of grain and other commodities to the Gulf by way of the Mississippi River is promised for the near future. One of the barges is to make its initial trip this month. The successful operation of such a fleet of barges would mean a big reduction in the freight rate from central grain surplus states to New Orleans, but the promise of such transportation has been made so often that the grain trade no longer greets it with the enthusiasm manifested some years ago. However, the promoters have the best wishes of the trade for success in the venture, and should they demonstrate that the river is navigable for barges they will obtain its co-operation and patronage.

"I NEVER ATTEND Ass'n meetings because they have not the interest of co-operation at heart," writes one shipper in the news columns of this number. It is evident he never attends the meetings, or he would know that the principal subject discussed at every such meeting is the obtaining of closer co-operation, both with farmer patrons and competitors. An excellent means of obtaining this closer relationship with the farmer is to attend the convention and pass on the many valuable suggestions offered for obtaining larger yields of better grain. The man holding a membership in a state ass'n should demand all of the benefits to which his membership entitles him, and one of the greatest of these is the privilege of attending the convention.

### The Cost of Impassable Roads.

An Iowa correspondent reporting Grain Movement in this number shows that the farmers of his neighborhood have been holding much grain because of their inability to get it to town. He says that "poor roads cost his town fully \$40,000 worth of business each year." Many counties, afflicted with near-sighted citizens are kept out of the markets just as are the great grain producers of Russia. It avails the farmers nothing, even tho they produce the best and largest crops possible, if they are compelled to keep that grain at home until the weevil have destroyed it or the market value has been reduced one-half.

Our correspondent's complaint that "yesterday seven teams were mired south of town, none of them drawing loads," is the echo of an oft repeated complaint of country grain merchants. It is gratifying to note, however, that the farmers everywhere are demanding and willingly being taxed for the building and maintenance of better roads. They are beginning to recognize that isolation oft times costs them dearly because they are unable to take advantage of the high prices which the telephone reports to them.

Indiana, and some of the eastern states are blessed with splendid roads which are passable at all seasons of the year, regardless of weather conditions, and there seems no excuse in other states not being provided with just as good roads, so the farmers can get to town whether they want to sell a load of wheat or procure medicine and medical advice for their dying mother. A road which is impassable three months of the year invariably costs those living along it more than the road which is passable 12 months of the year.

### Baltimore Railroads Attempting to Charge Storage on Grain in Cars.

Eastern railroads are determined to place the burden of their lack of terminal facilities upon the shippers if possible, and providing the Interstate Commerce Commission does not suspend the tariffs filed recently, Baltimore railroads beginning today will charge storage on grain held in cars for export at Baltimore, the same as is charged on grain held in Baltimore elevators. In other words, the railroads will charge the grain shippers because of their own failure to provide sufficient terminal elevator facilities to unload the cars received at the port.

If plenty of ocean going vessel room was to be obtained it is barely possible that the railroad elevators of the port might be able to unload cars with less delay. The grain shippers have not objected to storage being assessed against grain held in terminal elevators, but they have, and always will object most vigorously against storage charges being levied



against grain held in cars because of the carriers' own dereliction. Naturally the Baltimore Chamber of Commerce has protested against the new tariffs being put into force and requested that they be suspended until a full hearing can be given. If the railroads are permitted to charge storage on grain held in cars at terminals they would soon be asking for the privilege of charging storage on grain held in cars in transit, and delay them enough to see that the storage charges earned were all the traffic would bear.

It is up to the shippers using the railroads terminating in Baltimore to join in the protest against the enforcement of the new tariffs, else they may be called upon to contribute storage charges to the poverty stricken railroads.

## Leases for Elevator Sites.

Now that the railroads are raising their yearly rentals for elevator sites on railroad right of way each year, and attempting to collect from the elevator man for all damages to their rolling stock or as the result of the elevator being on right of way, elevator owners must soon move off or make a united stand for a more equitable lease.

Another correspondent in this number complains of the rapid advance in rentals demanded for the railroad land occupied by his elevator. The railroads seem to feel that they have the elevator owner at their mercy, and are not only exacting an unreasonable rental, but at the same time are incorporating unreasonable provisions in their leases, which is sure to work a great hardship in case of an accident. One road, which paid \$90 to an employee of an elevator man who, when occupied in pushing a car down to his warehouse, was injured by the railroad company switching a car in on the side track unannounced, has had the nerve to present a bill for the \$90 to the elevator owner, because its lease of ground to him provides that he shall assume "Sole responsibility for all injuries to or deaths of persons whomsoever, as well as for all damage to or loss or destruction of property whosoever, howsoever due to or caused by wrongful or negligent acts whatsoever of lessee or lessee's officers, agents, employees."

The terms of many of the leases now forced upon the elevator owners by the railroads make the elevator owner responsible for nearly everything that the railroad does. It does not seem possible that many of the unjust provisions of the lease would be upheld by any court.

Now that the railroads are becoming more and more unreasonable in the matter, the time is ripe for the grain elevator owners of the country to get together and make a united stand against the unreasonable provisions of the ground leases as well as the extortionate rentals demanded.

## Get Pomerene Bill Out of Com'ite.

Three times passed by the Senate of the United States, the Pomerene Bill for a uniform B/L law still is suppressed in the House of Representatives by the chairman of the Com'ite on Interstate and Foreign Commerce. Altho endorsed by ass'ns of business men in every line of trade this desirable measure has its progress effectively blocked by one man, formerly the hired attorney of the railroad corporations, now masquerading as a "statesman." His faithful subservieny to the railroad interests already guarantees him a \$25,000 a year job with those interests when he shall have been kicked out of Congress.

One of several meritorious sections of this bill is that placing a responsibility upon the carrier for the issuance by its agents of Bs/L, which they have so far evaded. Under the Pomerene bill the railroad company will be liable for the issuance by an agent having actual or apparent authority to issue Bs/L when those Bs/L have passed into the hands of third parties, and who have in good faith, relying upon the statements therein, advanced money, becoming holders of the B/L in the usual course of business.

A few years ago while traffic on Iowa railroads was congested a leading member of the Chicago Board of Trade received in the usual course of business a B/L and draft, which was paid. The car failing to arrive after three weeks, the receiver traced it and got information from the railroad agent at point of origin: "Car No. .... is still here on a side track full of empties, and will be loaded as soon as it can be set to the elevator."

In a desperate effort to get the Pomerene Bill reported out of the House Com'ite, Pres. Wilson will be waited upon Wednesday by a delegation representing the American Bar Ass'n, the Chamber of Commerce of the United States, the Grain Dealers National Ass'n and the Chicago Board of Trade, to urge the passage of this bill as desired by the entire shipping public. Have you written your Congressman to work for the bill? If not, do so, and help to relieve your business from some of its unnecessary burdens.

BIN-BURNED grain should not be accepted from farmers at any price, as shippers often pay ten prices for the privilege of mixing it in with good grain if the inspector discovers it. Better by far to pay the farmer for it and throw it to the hogs.

THE WEAKNESS, so far as we could see, of every credit scheme that has been proposed in Congress and out of it, is that it would be of no benefit to the man who at present needs the help—the renter and the man with small capital, who wishes to buy a farm on terms under which he can pay out from the proceeds of the farm itself.—Henry Wallace.

## Carriers' Rights in Sending Telegrams.

The railroads are not free agents in connection with the sending and receiving of telegrams and long distance telephone messages regarding traffic over their lines, but are bound by certain rules laid down by the Interstate Commerce Commission designating what messages railways may pay for. If shippers will remember the following rules in this connection, some "collect" messages they receive may be explained.

Telegraf or telephone instructions or inquiries made by shippers to or of a carrier in relation to their shipments may not properly be paid for by the carrier unless so provided in its published tariffs; a telegram sent by the carrier to the shipper relating to his traffic, and his reply thereto, pertain to the business of the carrier and may be sent at the carrier's expense.

Telegrams or telephone messages from a shipper relating to his traffic must be paid by him, but the carrier may lawfully answer such a telegram at its own expense. In this connection it is held that carriers may not pay for telegrams sent over shippers' names directing the routing of certain traffic.

If carriers' tariffs provide that they will pay for messages by consignee to shippers when they contain nothing in addition to the necessary specific instructions to route shipments over their rails, they have the privilege of so doing.

## Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

N. Y. N. H. & H. 79869 was set out at Ramona, S. D., Mar. 30, leaking shelled corn; outside sheathing loose. Repairs made by section men.—Ed. Eklund, agt. Madison Mill & Grain Co.

M. K. & T. 59486, while switching at Central City, Neb., Mar. 12, had drawbar pulled out by U. P. train and was set out for repairs. It leaked white western wheat badly thru hole in floor Mar. 12, 13 and 14 while waiting for repairs.—Wm. Palmer, agt. T. B. Hord Grain Co.

Wabash 72067 was set out at Tolono, Ill., Mar. 10, off westbound extra, leaking white corn at side door, bottom door being badly broken out.—V. L. Horton.

C. & S. 13158 passed thru Plainview, Tex., Mar. 4, southbound, leaking millet seed badly about midway. As much as 100 lbs. leaked out while car stopped; seemed to have been leaking badly along the road.—E. T. Coleman.

C. & O. 7985 passed thru Kane, Ill., Feb. 29, leaking wheat.—El. Cockrell, Jerseyville.

A. C. L. 32744 arrived at Stella, Neb., Feb. 28, leaking corn badly at bottom on side. Railroad company set car out here, presumably for repairs.—J. D. Curtis.

B. & O. 90125, eastbound, loaded with shelled corn, was standing on siding at Elgin, O., Feb. 27, with hole about center of bottom of car. About 20 bus. of corn had run out. Section men gathered it up and put back in same car.—Lawrence Black, mgr. Pollock Grain Co.



## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### Recovery for Grain Doors?

*Grain Dealers Journal:* I notice in the Journal Mar. 25 a decision of the Supreme Court of Kansas regarding grain door lumber. Can I recover for grain doors on intrastate shipments since this decision?—Minnesota Shipper.

**Ans.:** Yes; the common law right of the shipper to recover for grain doors exists in the different states.

### Buyer Must Accept Inspection at Point of Origin.

*Grain Dealers Journal:* I am interested just now in rejections of shipments by buyers, and believe the Journal published some time ago an Oklahoma decision that where grade at point of shipment was specified this would be final regardless of destination grade. When did this decision appear?—J. E. Rule, Clayton, Kan.

**Ans.:** When so specified in the contract the buyer is bound to accept the grading given by the inspector at point of origin. Judge Collier of the Supreme Court of Oklahoma, in deciding the suit between Citizens Mill & Elevator Co. and W. L. Perkins Grain Co., gave a clear exposition of the buyer's duty to live up to his contract, his remarks being given fully in the Grain Dealers Journal Dec. 10, 1915, pages 838 and 839. Any shipper having trouble with a buyer who refuses to abide by the inspection specified at point of origin could point out this decision to his advantage.

### Was Contract Closed?

*Grain Dealers Journal:* In accepting an offer on 50,000 bus. of corn I made an error in the confirmation, after having sent the telegram correctly. This error in the price was discovered by both parties after confirmations had been exchanged and I sent a second corrected confirmation.

I believe that the contract was not closed, for the reason the buyer who sent me the offer by telegraf did not confirm by telegraf, and he never returned to me my confirmation signed by him. I asked for price on 100,000 and buyer did not specify any exact amount in his bid, and I believe he should have confirmed the amount to have closed the contract. He now claims I owe him this corn and that the contract is good.—W. H. Thompson.

**Ans.:** As the sale was for less than the amount on which bid was asked, and the telegram accepting the offer stated the price correctly, the contract then was closed, buyer's confirmation removing all doubt. The seller cannot void a contract by making an error in the confirmation. As seller did not ask for confirmation by wire he was not entitled to it.

The grain business could not be conducted with any degree of safety if after sending a correct wire in the morning accepting a contract the seller could cancel the contract by mailing a letter late in the day containing an erroneous confirmation.

As seller in this case misinterpreted the cipher code words giving the price it is true that the minds of the parties did not meet and in law this is a prerequisite to a binding contract. In law seller was warranted in canceling the contract when he discovered his own error; but if he chose to cancel he should have wired the buyer immediately so that the latter could buy

in elsewhere and stop the loss. Altho seller could thus cancel the contract he was still answerable to the buyer for damages, as buyer had a right to rely on the telegraphic acceptance.

### Can Load 10 Per Cent Over Marked Capacity.

*Grain Dealers Journal:* We note the answer to question on minimum for a 50,000-lb. capacity car in the Journal Mar. 25, stating that if a shipper had ordered a 50,000 capacity car he should not have put more than 50,000 into it, the question arising out of a case where shipper loaded 50,880 lbs. in a 50,000 capacity car.

We think this is wrong as it is the universal rule on railroads in this country to load a car 10% in excess of marked capacity, and he has the privilege always of doing this. In the case in question the Vandalia should be required to refund down to the basis of the actual weight of corn in the car not less than 50,000 lbs., as that is the minimum in effect or originating line.—Maney Export Co., Oklahoma City, Okla.

**Ans.:** This was a typographical error. The minimum weight on a carload of corn is 56,000 lbs., and a shipper loading less than 56,000 lbs. into a 50,000-lb. car will not be protected on actual weight loaded, except by special permission.

### Railroad's Subterfuge for Avoiding Claims.

*Grain Dealers Journal:* We would be grateful if you would advise us as to the best method of inducing the C. M. & St. P. R. R. Co. to honor our claims. Some time ago we submitted to an auditing concern several claims, for which no settlement had been made or proposed. The latest requirement upon us is that we furnish complete data concerning receipts and shipments of grain from one cutoff period to another. Should we fulfill such requirement we would be exposing trade secrets, something they have no right to ask or expect. Any elevator that cleans grain when it loads or unloads is certain to find a shortage of 10,000 lbs. that blows away as dust. We would be equally certain to find an overrun of 3,000 bu. on oats and a 2,000 bu. shortage on barley, figuring a season's business at 250,000 to 300,000 bus. all going thru the cleaner, and the light barley and cleanings going into off-grade oats. How would one arrive at an accurate report, and what can be their object when they certainly have records of all grains received or shipped by an elevator? We consider such demand unreasonable and merely a subterfuge to further delay the acknowledgment of our claims, some of which were weighed on the R. R. scales by the agent. We remark that in presenting bills and demands upon us they can recognize no reason for deferring payment, nor do we impose the same silly conditions before making payment.—S. D. Shipper.

**Ans.:** We would suggest that you read our digest of Supreme Court Decision which appears top of first column, page 459 of the Grain Dealers Journal for Mar. 25th. Now the same reasoning must apply to your case. You are merely under obligation to the railroad to give it all the information at your command regarding the weights of grain placed in any car upon which you claim you have suffered shortage, but you are not under obligation to give it information regarding any other car. If railroad asks you to prove that your weights are correct, your sworn statement in court must stand until it can prove you are in error. Unless it does so, it is up to the railroad company to deliver at destination the full amount of grain received from you, or else pay for the difference at the market price.

For your information will say that some of the railroads have obtained statements from shippers showing the overage and shortage on shipments covering a given period, and in a few cases the railroads, by averaging the overages and the shortages, have shown the shipper that he had really suffered no loss. It is their wish to find such conditions in every case, and even though they find comparatively few overages, they will magnify them and thereby belittle the shortages.

### Pay for Coopering Cars?

*Grain Dealers Journal:* Will the Journal please advise us if there have not been several cases decided either by the supreme court or the Interstate Commerce Commission, forcing the railway company to pay for lumber used in coopering cars where the railway company failed or was unable to furnish grain doors? What were the cases decided?—W. H. Pierce, gen. supt. Rocky Mountain Elevator Co., Great Falls, Mont.

**Ans.:** In the two cases decided it was held that the shipper could collect for grain door material supplied for cars shipped intrastate; but could not collect on shipments across the state line; the Interstate Commerce Commission having ruled that the carrier cannot pay compensation unless so specified in the tariff.

The two cases are Mo. Pac. Ry. Co. v. Stockton Elevator & Shipping Ass'n, Supreme Court of Kansas, page 459 of Grain Dealers Journal, Mar. 25; and Loomis v. Lehigh Valley R. R. Co., Supreme Court of the United States, page 207 Grain Dealers Journal Feb. 10.

The Supreme Court of the United States did not pass on the merits of payment to shipper for grain doors, declaring that the payment was under the jurisdiction of the Commission. Therefore the shipper can not recover on interstate shipments unless the carriers can be persuaded to put it into the tariffs as it was several years ago, or the Commission perhaps could be petitioned to order that shippers be paid the actual cost of the material and labor.

### Discontinuing Public Warehouse?

*Grain Dealers Journal:* I am operating a public warehouse for storing grain. I issue a storage receipt which calls for delivery on or before June 1, 1916, per order. For several reasons I am very anxious to have all grain moved by that time. How can I go about it?

Is the receipt good after June 1? Would I be liable if the grain was not in good condition after that date if I had done everything in my power to keep it? Can I, if grain is not sold by June 1, collect for my storage and sacks for 1915 and demand sackage charge for 1916 and collect in advance, as sacks are higher now? Would I have to notify each individual as to what I intended doing? In case I wanted to leave the country, what disposition would I make of the grain after June 1? If the grain is damaged by weevil can I be held liable before or after June 1, 1916?—Oregon Warehouseman.

**Ans.:** The warehouseman's receipt is good until it has been satisfied by delivery of the grain. The warehouseman is not liable, before or after June 1, for grain going out of condition, if he has used ordinary care to keep it in condition. Charges accrued for storage and sacks for 1915 can be collected, but he can not collect in advance for 1916 unless specially agreed to, as his lien upon the grain enables him to collect in full for all services before the grain leaves his possession.

Sec. 6038 of the Oregon Laws provides that the warehouseman "Shall not sell, encumber, shin, transfer or in any manner remove grain without the written assent of the holder of the receipt." If each individual can not be reached by mail, public notice could be given by advertising in a paper likely to reach the owners of the grain.

As the receipt provides for storage only until June 1 the burden is on the owner of the grain to give instructions for its disposal if the warehouseman goes out of



business. If, after due notice the owners fail to give instructions the warehouseman can remove or sell the grain, the owners having recourse on his bond, so that the warehouseman retreating should consult his bondsmen. Under the Oregon law if the warehouseman does not take out a new license for the ensuing year the sheriff of the county is authorized to take charge.

## How to Exterminate Vermin?

*Grain Dealers Journal:* I am almost positive that I have seen an advertisement in the Journal in which a party in the west offered for \$1 a way, without taking down a spout, of killing any living thing in a mill or elevator. Has any advertisement or statement to this effect appeared in the Journal or elsewhere?—Johannes Wolters, Crescent Mills, Fremont, Mich.

**Ans.:** The mill would have to be small to make \$1 cover the cost of hydrocyanic acid gas or bisulfide of carbon.

Poisonous gases or steam may be used in the exterminating process, but first all material should be cleaned out, all walls, ceilings and floors thoroly swept and all material of every description gotten out. Then by applying hydrocyanic acid gas, which is a deadly poison, and extremely dangerous to handle, all living insects of every description would be killed, but as a new brood would be likely to hatch out in a couple of weeks, it would be necessary to make a second application.

In the case of bisulfide of carbon, which is not so poisonous a gas, it would be necessary to close up all the cracks and make the plant as near air-tight as possible. Then keep all fire, flame and sparks out of and away from the mill, because the carbon fumes are very volatile and explode upon the slightest excuse.

The easiest and probably the safest way is to clean the mill thoroly, make it as near air-tight as possible, then fill it with live steam, keeping the temperature above 120 degrees for a period of 10 hours. Doing this three times, two weeks apart, will have reduced the number of insects to a point where they will not make much trouble.

## Short Count in Car of Flour?

*Grain Dealers Journal:* We sold a car of flour to one of our country customers, and had it shipped direct from the mill from whom we bought to our customer's station. Upon arrival he makes claim for shortage of 24/24-lb. sacks. The seals on arrival "were intact." The mill makes affidavit that every bag as invoiced was put in the car and our customer makes affidavit that this shortage existed, and he further goes on to say in his affidavit that he personally superintended the unloading of the car and that at no time was it left unguarded, so that some of the goods could not have been stolen out without his knowledge. He further states that he checked his flour after unloading into his house and finds the same shortage as existed when unloading from car.

We can have no possible connection with the apparent shortage as we didn't even see the car, and the only connection we had with it was the making of the sale.

The railroad company refuses our claim and says that our claim is against either the mill or our customer, as their intact seals on arrival at destination is conclusive evidence that all of the flour that was loaded in the car was in at the time of delivery to our customer. It doesn't look as though the flour could have been stolen out and we are quite sure it didn't leak out (although a good many cars have some very large holes in them), while on the other hand we can't go behind the affidavits, or neither can the railroad company question the affidavits of the mill and our customer.—Westbrook Grain & Commission Co., Pine Bluff, Ark.

**Ans.:** The statement by the railroad

company may be true, especially if the shipment was made "Shipper's load and count," the carrier not binding itself to deliver any certain number of sacks, in which case the claim is against the mill.

With due respect for affidavits, clerical errors are sometimes made in figures, so that claim should be made against the mill. If the claim gets into court the party having the preponderance of evidence will get judgment.

## Shipper Entitled to Lower Minimum?

*Grain Dealers Journal:* We have a case similar to that reported in this column Mar. 25 by Glenn R. Swank & Co., being charged 56,000 lbs. on a 50,000 car loaded with corn.

A while back we were short of cars and the railroad agent told us to load all the cars that were fit to load. The railroad sent us a car marked 50,000 lbs. capacity, into which we loaded 51,000 and billed it to Terre Haute. On getting returns we find that the railroad charged us for 5,000 lbs. that was not in the car. We have made claim, but have not received any word.

If we had loaded 56,000 lbs. it would have been overloaded and if it had been wrecked we would have had a loss. It looks like the railroad company is getting something that does not belong to it. What could be done to get the railroad to pay our claim?—F. E. Davis, mgr. Mahomet Grain Co., Mahomet, Ill.

**Ans.:** Under the Official Classification the minimum weight was correctly assessed at 56,000 lbs.; but the shipper has the privilege of a minimum equal to the marked capacity of the car when it will not hold 56,000. To protect himself in loading a car of 50,000 bus. capacity or less the shipper should get the agent's permission, and have it in writing, on the documents.

Payment of the claim should be expedited by getting a letter from the agent, with reference to the particular car number, stating that special permission had been given to load this car at the 50,000-lb. minimum.

## Shipper Entitled to Lower Routing

*Grain Dealers Journal:* One of our friends offered the Union Pacific at Belleville, Kan., a car of corn for Atchison. The Union Pacific agent made out the shipper's order B/L and he routed it North Topeka, care of the A. T. & S. F. Railroad. The B/L was duly signed by both the agent and the shipper.

If the car had been unrouted and moved by the proper junction, the freight rate would have been 10 cents, but 12½¢ per cwt. was assessed. Claim was placed for the difference or 2½¢ per cwt. and claim was declined. The freight claim department of the Union Pacific advises:

"This bill of lading was made out by our agent and turned over to you to sign with routing via Topeka in connection with the A. T. & S. F. The Interstate Commerce Commission rules that this constitutes shippers routing," and further states that they have nothing to offer in settlement of the claim.

We note a great many instances where the railroad company quotes the Interstate Commerce Commission ruling and it is usually in a case where it saves the company dollars and cents. It would appear to us where the railroad company's own agent makes out the B/L and improperly routes it, that the railroad company should stand any overcharge in freight accruing therefrom.—Salina Produce Co., Salina, Kan.

**Ans.:** The lowest rate on corn, carloads, from Belleville, Kan., to Atchison, Kan., is ten cents per hundred pounds; applying, when via the Union Pacific Railroad, in connection with the C. B. & Q. at Kansas

City, or the Missouri Pacific at Leavenworth.

The rate is not applicable via North Topeka and the A. T. & S. F. Railway.

If the shipper of the car of corn accepted a B/L from the carrier's agent with routing inserted via North Topeka and the A. T. & S. F. Railway, and signed the same with knowledge of the agent's act, he will be bound by that routing, notwithstanding a lower rate would be applicable via another route.

If no route was inserted in the B/L, then the carrier would be liable for the protection of the lowest rate, not thru any rule promulgated by this Commission, similar to that in force by the Interstate Commerce Commission on the same subject matter, but as a matter of law, and it would appear to be so if the carrier's agent inserted a route in the B/L but did not call it to the attention of the shipper and the latter signed the B/L without knowledge of the agent's act.—A. E. Helm, Commerce Counsel, Kansas Public Utilities Commission, Topeka, Kan.

## Buying in Deficit?

*Grain Dealers Journal:* We sold on the dates following 2,000 bus. each of oats (Nov. 12, Nov. 23, Nov. 26). First two cars were ordered to Cairo, Ill., the third to St. Louis. First car contained an overdelivery or 2,148.24 bus. Second car contained an underdelivery or 1,753.04 bus. Third car contained 1,628.24 bus. Account sales on these three cars were rendered at one time, Jan. 26.

The first car arrived and was inspected Nov. 26. Market had advanced 1½¢. We were allowed 1c on overdelivery, not applying on the second car which was in and inspected Dec. 17. The market by this time had advanced over the selling price 3c. The car was not unloaded until 10 days later; in the meantime the market advanced 3½¢ further, they charging us 6½¢ for underdelivery.

The third car was in and inspected Dec. 30. The market had advanced over selling price 4½¢ to this date. The car was not unloaded until 12 days later. In this time (12 days) the market advanced further, they charging us 8c on underdelivery.

We claim the overdelivery on the first car must be applied on the next car in. Further that we are not responsible for their delay in unloading (10 and 12 days) on the last cars, it being due either to their inability to care for cars when presented, or failure of railroad to deliver. We have offered settlement on this basis, paying the rise of the market to time cars arrived and inspected, and applying first overdelivery to the next underdelivery, or when the account was rendered.

We offered to ship balance of sale. Both are refused. As it is we were held up on a sharp rise, the market quickly breaking.

Their contract reads: If the contract is not filled at maturity we reserve the right to cancel, to extend or buy in for shipper's account, any loss to be paid by the shipper.

The shipments were made on time.

They have charged us on this small underdelivery \$89.57.

We sent them a check settlement basis outlined above for \$17.24.—Illinois Shipper.

**Ans.:** The fact that the sales were made on different days makes separate contracts of them, so that Illinois Shipper's contention that over delivery on first car must be applied on next car in will not hold good, technically.

Rule 14 of the Grain Dealers National Ass'n provides "Surplus grain shall be taken to account by the buyer at the current market price on the day after the last car is unloaded." Thus it is not the market price at time of inspection but at time of unloading that controls. If market was one cent over at time of unloading the 1-cent allowance was correct.



While 10 days' delay in unloading after inspection is unreasonable the shipper must bear the loss, as it may have been due to congestion of traffic. The same applies to the car unloaded 12 days after inspection. If the delay was due to the railroad company the shipper has a claim against the carrier, but it is difficult to collect a claim for delay.

Rule 7 of the Grain Dealers National Ass'n provides "If the seller fail to notify the buyer of his inability to complete the contract the liability of the seller shall continue, until the buyer, by the exercise of due diligence, can determine whether the seller has defaulted, when the buyer shall immediately agree with the seller upon an extension of the contract to cover the deficit, cancel the contract outright, or buy in the deficit for the seller's account. The deficit was so small that the buyer could not expect the shipment of an additional car and his correct course was to buy in the deficit.

Due diligence as specified in Rule 7 was debated at a convention of the National Ass'n for nearly an hour, when the present form was adopted, many shippers desiring a definition of due diligence; but those opposed felt that while a certain time might be due diligence in one case it would not be due under other circumstances. If seller can show that the cars stood at buyer's elevator he would have a fair prospect to recover by arbitration.

LAVERNE, OKLA.—We have seen a number of cars leaking in transit, and it is no wonder, when one takes into consideration the cars we have to load in.—The Ball Mfg. Co.

WE ARE FIRM BELIEVERS in ultimately higher wheat prices, but would buy futures only on the sharp declines, of which there will be plenty from time to time.—W. H. Perrine & Co.

### Program Annual Meeting Kansas Dealers.

The 19th annual meeting of the Kansas Grain Dealers Ass'n will be held at Kansas City, Mo., on May 2, 3 and 4. Addresses on the following subjects will be delivered.

#### Tuesday, May 2, 2 p. m.

"Preparedness as Applying to the Grain Business Today," V. E. Butler, Indianapolis, Ind.

"New Orleans as a Grain Market," W. L. Richeson, chief grain inspector, New Orleans, La.

"Cause and Prevention of Differences in Weights," O. Maxey, supervisor of weights of the C., R. I. & P. R. R. Co.

"Grain Inspection as It Is and as It Should Be," E. A. Fulcomer, Belleville, Kan.

#### Tuesday, 8 p. m.

The evening will be given over to round table talks, each speaker limited to 5 minutes, on the following topics:

"Resolved, That the Present Practice of Half-pound Tests and Full Pound Deduction is an Injustice to the Country Elevator Man," introduced by J. H. Taylor, Pearl, Kan.

"Excessive Charges Allowed under Kansas City Board of Trade Rules," C. L. Wagner, Wichita.

"How can we Avoid Present Delay Caused by Time Consumed Taking Moisture Test on Corn," James Robinson, Potter.

"Present Methods of Bookkeeping," J. E. Stone, Zurich.

"The Proper Relation of Farmer and Grain Dealer," John W. Taylor, Concordia.

"Shall we Demand of Carriers that they Furnish us Cooped Cars for Loading Bulk Grain," P. T. Nickel, Buhler.

"Is it more Profitable to Consign or Sell Grain F. O. B. Track," E. C. Haines, Asaria.

#### Wednesday, May 3, 2 p. m.

"The Grain Dealer and the Community," C. C. Isely, Cimarron.

"The Yesterday and Today of the Grain Trade," F. Bossemever, Jr., Superior, Neb.

"Moral Forces in the Business World," A. L. Scott, Pittsburg, Kan.

#### Thursday, May 4, 2 p. m.

Sec'y's financial report.  
Reports of Auditing, Arbitration and Resolutions Com'tees.  
Election of Officers.

### Acceptance of Check for Balance Is Settlement.

On an oral contract, Schulz, a farmer, sold and delivered 778 bus. and 2 lbs. of shelled corn to the Farmers Elevator Co. Gilman, Ia., expecting to receive 73 cents per bu., while Mr. Stewart of the elevator company understood he was to get 73c if it graded No. 3, and that if it did not grade No. 3 he was to get the terminal market price, less 8c per bu. for handling.

Two weeks after delivering the corn Schulz went to the elevator to get his money and was tendered a check for \$459.02, at 59 cents per bushel; and, altho insisting that he wanted 73 cents, he took the check and went to the bank and cashed it.

G. L. Clark, manager for the elevator company testified:

"I received the Schulz corn myself and examined it; it started good, the first load, but as it came along it got tough, carried considerable moisture, and there was some rotted corn with it; it was shelled corn, and there were 16 loads; the 16 loads would not grade up to No. 3; we shipped it in two days. We got 67 cents per bushel for the corn, less freight and commissions. The amount we received was 59 cents. When Schulz came back I told him the corn did not grade, and he said he did not sell the corn to grade. I told him it was so reported to me."

The Supreme Court of Iowa in its decision given Mar. 11 held:

The evidence shows conclusively that he went to defendants to obtain a settlement for his corn. There was a dispute as to the amount due. Defendants say they paid him the amount of the check in settlement of his claim, and plaintiff took the check and used the money. We are of opinion that under the record there was a settlement and a complete accord and satisfaction. As said, the minds of the parties must have met on the proposition that the check was in satisfaction of the entire claim. This may be shown by the circumstances.

In *Mains v. Mintle*, 86 Iowa, 742, 53 N. W. 256, it was held that where there was a breach of contract to deliver corn and a subsequent demand of a settlement for the amount delivered, and payment of a sum was made, the party paying at the same time protesting that he was not satisfied with the action of the opposite party in not complying with the contract, held that such settlement constituted an accord and satisfaction for all claims of breach of contract.—156 N. W. 716.

THE DUTCH wheat imports during January, 1916, amounted to 892,000 bus.; compared with 1,032,000 bus. during January, 1915. For the 12 months ended Jan. 1, 1916, 40,968,000 bus. were imported, against 65,520,000 bus. in 1914.

### Coming Conventions.

Apr. 14-15.—The Western Grain Dealers Ass'n at Cedar Rapids, Ia.

Apr. 15.—Joint meeting of Missouri and Illinois dealers at Cairo, Ill.

Apr. 20.—Local meeting Missouri Grain Dealers Ass'n at Sedalia, Mo.

May 2, 3, 4.—Kansas Grain Dealers Ass'n at Kansas City, Mo.

May 9-10.—Illinois Grain Dealers Ass'n at Decatur, Ill.

May 23-24.—Oklahoma Grain Dealers Ass'n at Oklahoma City.

June 7-8.—Iowa Seed Dealers Ass'n at Des Moines.

June 20-22.—The American Seed Trade Ass'n at Chicago.

July 11-13.—National Hay Ass'n at Cedar Point, O.

Aug. 3.—Michigan Hay & Grain Dealers Ass'n at Battle Creek.

Sept. 25-27.—Grain Dealers National Ass'n at Baltimore, Md.

### Wish to Charge Storage on Grain in Cars.

Baltimore, Md., Apr. 8. [Special Telegram].—Tariffs received today showing that Baltimore Railroads, effective April 10, prescribe the same storage charges on grain for export held in cars within Baltimore terminals as apply on grain unloaded into export elevators and in addition, effective May 10, make notable increases in grain storage rates export elevators.

Baltimore Chamber of Commerce has wired Commission protesting these tariffs as arbitrary and unreasonable, prejudicial to and destructive of the grain interests of this port and country generally requesting tariffs be suspended pending a full hearing and investigation by the commission, also advising that formal complaint in behalf of Chamber and allied interests will immediately be filed.—Jas. C. Legg, Pres. Chamber of Commerce, Baltimore, Md.

### Western Grain Dealers' Program

The Western Grain Dealers' Ass'n will hold its annual convention at Cedar Rapids, Ia., April 14 and 15. Headquarters have been established at the Montrose Hotel, and the first session will be called to order in the assembly room of the Commercial Club at 1:30 p. m. Friday. A banquet will be served at the Montrose in the evening of that day, the Cedar Rapids Commercial Club providing the entertainment. The closing session of the convention will be held at the Montrose Hotel the following morning, the meeting being called to order at 10:00 o'clock.

The program is replete with discussions and papers on subjects relating to the handling of grain:

#### Friday Morning.

General Reception, Montrose Hotel Lobby.

#### Friday Afternoon, 1:30.

Commercial Club, Assembly Room.

Welcome—Jno. Wunderlich, Sec'y, Cedar Rapids Commercial Club.

Address of Pres. F. D. Milligan, Jefferson, Iowa.

Report of Sec'y-Treas. G. A. Wells, Des Moines, Iowa.

Appointment of Com'tees.

Uniform Carload Minimums—H. L. Goemann, Mansfield, O., chairman, Transportation Com'tee Grain Dealers' National Ass'n.

Local Phases of Grain Storage and Purchase Contracts—C. V. Cox, Des Moines, attorney, Western Grain Dealers' Ass'n.

Deficiency in Quality of the 1915 Corn Crop—R. W. Black, Cedar Rapids, pur. agt., Douglas Starch Works.

Country Grain Trading Efficiency—O. K. Morrison, South English, Iowa, mgr., Farmers' Elevator Co.

#### Friday Evening—6:30.

Banquet Dinner, Montrose Hotel, A Dutch Treat; plates \$1.

The Grain Dealers' National Ass'n—Chas. Quinn, Sec'y, Toledo, O.

War Conditions and the Grain Trade—P. S. Goodman, Chicago.

#### Saturday Morning—10:30.

Assembly Room, Montrose Hotel.

Prevention of Disastrous Fires—P. J. McDonald, Omaha, Neb.

General discussion conducted by G. A. Wells, Des Moines, sec'y, Western Grain Dealers' Ass'n—

- (1) What constitutes terminal market terms?
- (2) What is the meaning of the contract term, "Off grades (unless otherwise specified) to be taken at market difference day of arrival?"
- (3) The Federal Corn Grades provide that all grades of white corn shall be 98% white and that all grades of yellow corn shall be 95% yellow. Can the country dealer safely buy and sell white and yellow corn under such rigid rules as to color?
- (4) Individual experiences in selling "cool and sweet" corn.
- (5) Reinspections at terminal markets.
- (6) The Iowa Weights and Measures Law.



- (7) Do we want a public warehouse law in Iowa?
- (8) Freight claims.
- (9) Insurance and the hazardous conditions of country elevators.

## Carrier's Methods of Evading Liability.

BY W. M. HOPKINS.

I propose to discuss in this and two ensuing papers, 1. The Method of Transporting Grain; 2. The Losses Resulting Therefrom; 3. Some Suggested Remedies.

It is the duty of the railroad company to furnish a car suitable for the transportation of grain, but it does not do it, and that duty is assumed by the shipper of grain who at his own expense, except as to the grain door boards, erects this barricade in the car before he can ship his property. The nails and any other material that may be used aside from the grain door boards, and the labor, are donated by the grain shipper to the railroad.

This is assuming that the car furnished is in all other respects suitable for the transportation of grain except the primary one that it never was finished in its construction for the transportation of grain because of the lack of a door tight enough to hold the grain in the car. Frequently, however, the car is defective in other parts. There may be a hole in the floor, and if so it is up to the shipper of grain to repair these defects at his own expense of labor and material before he can use the car. He might, it is true, rest on his rights, demand a car suitable in all respects for the transportation of grain and wait until he got one. Assuming that the railroad company would recognize its legal obligation to furnish a car that would carry the grain without loss, how long would a grain dealer continue in business if he did that? As a practical matter if he wants to do a grain business he is forced to donate the services that I have above indicated in order to ship his grain at all.

He takes his shipping bill to the station agent and gets a B/L, but in accepting the present B/L he does not get a clean receipt for his property. The B/L or receipt is in effect for an indefinite or undetermined amount and not a specified amount of grain. The face of the B/L reads something like this: "Received of John Smith a carload of wheat said to contain so much, weight subject to correction."

That is about the sort of a receipt the grain shipper gets and is all he gets and all he can get in the way of a receipt under the present method of handling grain. So he must accept this document in lieu of a receipt if he wants to stay in the grain business, which he does. The details of

the consignee and destination being shown, the car is sealed and ready to go forward to its destination, and in due course it arrives at the market to which it is consigned, sold and sent to an elevator and there unloaded; but something has happened to the car en route, or at least it would appear so because the amount of grain unloaded is less by ten bushels than the amount that was loaded. The shipper in the country gets a copy of the B/L and makes a claim against the railroad company for loss of his ten bushels of grain. After a considerable interval of time he is advised that a careful investigation has been made with the result that it has been found that this car was not opened in transit, that it arrived at the terminal market with the original seals of the shipping station intact and that there is no evidence of the car having leaked, thus paying a compliment to the shipper of the car in the free services that he has performed in putting it into condition to carry grain.

The railroad company declines to pay the claim on the ground that all of the grain that was put in the car at destination was delivered at the terminal elevator. It is pointed out to the grain shipper that he probably did not put the quantity of grain into the car that he thought he did, and if he is insistent in his assertion that he knows how much grain he loaded into the car because he weighed it, he probably will be told that the receipt that he got did not indicate the amount of property which he had delivered to the railroad company, and therefore the railroad company was not bound by his assertion, that he had no acknowledgment from it of having received a specific amount of grain, and therefore there was no obligation resting upon it to deliver a particular amount of grain.

The railroad company says, "Don't you understand that you have made a contract and under that contract the railroad company did not acknowledge having received any particular amount of grain from you, and therefore it is under no obligation whatever to deliver a particular amount of grain at destination? Besides, if you had read your contract you would have found that it provided for exemption from any liability on our part for what we call discrepancy in elevator weights. That is, if there is not as much grain in the car when it arrives at destination as you thought you loaded into it, we are not in any way responsible for that. You probably were mistaken. Besides, our method is to collect freight charges on the out-turn weights of the grain, and we assume no obligation for any more grain than was delivered at destination regardless of how much you thought you put in."

The country shipper says, "See here, I am not in the transportation business. I hired you to perform a certain service and I agreed to pay you a certain sum for that

service. I might be willing to add to my grain business a partnership in the transportation business, but I would like to be consulted about the matter and be given an opportunity to determine whether I want to do a grain business or transportation business or both, and if I am going into the transportation game what am I going to get out of it? As the matter now stands it seems to me that it is a game of "heads you win and tails I lose." Now I shipped a couple of weeks ago a car that ought to have gotten to market in three days. It actually took three weeks, and the market had declined ten cents a bushel. You tell me that is another thing you are not responsible for; that you do not guarantee any time in which to do the work that I have hired you to do; that I have got to take a chance on getting reasonable service for which I have paid; that that is a part of my partnership in transportation, the privilege of carrying my own hazard both as to the loss of grain in transit and the loss resulting from delay." And the Railroad says: "Yes, that is about the size of it."

RAIDS were recently made on sixteen alleged bucket-shops in towns in western Pennsylvania by the state constabulary, assisted by federal authorities. The raids were made on orders of Att'y Gen'l Francis S. Brown. The proprietors and employees who were in the offices at the time were arrested and all records were seized and telegraph and telephone wires cut. Seven of the places were located in Pittsburgh, and 60 arrests were made in that city. The proprietors were accused of operating a bucket-shop and the employees of being accessories. The Dauphin County Court has granted a writ in quo warranto on the Consolidated Stock and Produce Exchange, returnable Mar. 27, requiring it to show cause why it is operating as it is and to show whether or not it is violating the State antibucket-shop law. The Chicago Board of Trade and the New York Stock Exchange were active in furnishing the necessary evidence in closing the Pittsburgh Consolidated Exchange together with 12 other private offices in Pennsylvania. The Pittsburgh bucketshoppers attempted to retaliate by having Geo. Burmeister, who is regularly employed by the Chicago Board, arrested on the charge of feloniously entering their offices.



Holding Up the Elevator Man with Elevator on Right of Way.



## Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### Do Not Store Free.

*Grain Dealers Journal:* We have avoided much trouble with farmers by never storing grain free, and we have never contracted very much. Altho we have never had a contract broken by a farmer we have had dirtier grain delivered on contract than the sample on which I bot. We do not advance money, except for a short time and then only in small amounts.

Four months is long enough time in which to file claims, but we see no reason why carriers should be allowed years in which to collect claims against shippers.—T. P. Smidesang, mgr. Wylie Elevator & Mercantile Co., Wylie, Minn.

### Why No Car Condition Reports at Terminals?

*Grain Dealers Journal:* Why do not the terminal markets, such as Buffalo, Cleveland and others, in furnishing account sales of grain, furnish a certificate as to the seal record and the condition of the car? This certificate could be furnished along with the weight and inspection certificate.

As they are not furnished it is necessary for the shipper to make a special request in cases of shortages, which takes a great deal of time. We believe it would be worthy of effort to establish this rule, and venture the assertion that it would meet with approval by all country dealers as well as the railroad companies.—H. P. Clouse, sec'y Ohio Grain Elevators Co., Milford Center, O.

### The Record for Rapid Handling.

*Grain Dealers Journal:* Your readers will be interested in some figures showing the work done by the Grand Trunk Pacific Elevator at Fort William.

We handled through the G. T. P. Elevator from Oct. 10th, 1915, until Dec. 23d 18,500 cars, or a total of 21,994,000 bus., an average daily unload of 241 cars, working twelve and a half hours per day. We shipped through the house during October 5,600,000 bus., and during the month of November 8,987,000 bus., a daily average of 300,000 bus. We shipped from Dec. 1st to Dec. 12th 5,700,000 bus., a daily average for this period of 475,000 bus. The highest point that we reached in one single day for unloading was 340 cars, and the highest point that we reached for loading was an average of 42,000 bus. per hour for thirty-six hours' continuous loading. The fastest loading that we did on any one single boat was 280,000 bus. in four and a half hours.

I do not believe that this has ever been exceeded or equaled by any other elevator of the same size on the American Continent.—Yours truly, R. F. Edmond, General Manager, Grand Trunk Pacific Elevator Co., Ltd., Winnipeg, Man.

### R. R. Demands \$36 Per Year Rental.

*Grain Dealers Journal:* Last April the writer bot an elevator on the M. P. R. R. It occupied land obtained under lease from the railroad, and included a site for an office, elevator, corn crib and coal shed. We built new coal shed, graded the surrounding ground and improved the appearance of the property fully 50%. We needed a few extra feet of ground to accommodate all of our buildings, but we cannot obtain this without leasing another full site from the railroad, and paying \$12.00 a year for it. We also have another elevator leased at this station which occupies railroad ground, so that we would be leasing three sites, a total of about one acre, and paying the railroad company \$36.00 annually. The highest rent obtained for small tracts of land near to the city limits and within one block of our elevator is \$6 per acre. A farm not far away rents for \$3 per acre. Can anyone tell how the railroad company works up enough nerve to charge us \$36.00 a year for land?—A Kansas Sufferer.

### Prefers Separate Advice and Weight Certificate.

*Grain Dealers Journal:* The combined advice of shipment and weight certificate shown in the last number of the Journal is a waste of paper, in my opinion. The advice portion of the blank provides only for information on one car while eight or ten cars could be covered by the weight certificate. If a shipment of a half dozen cars is being made to one receiver a blank must be made out for each car even tho the weight certificate will not be needed in one instance out of 100.

Why have the two on the same sheet? Shippers do not prefer this extra work. The first intimation we have of 75% of the shipments we receive, is the B/L. For the other 25% we are sent the car number, initial, seal numbers, name of shipper, and occasionally the weight. As a rule, however, the weight is not shown on the advice. This neglect to fill out advice shipment blanks indicates that shippers do not appreciate the value of systematic methods in their offices. While this is deplorable, the losses are few if a claim is properly filed with the railroad and accompanied by affidavit of shipper's weight.

The weight certificate which counts most with the claim agents provides upon its face spaces for the kind of scale over which weights were obtained, town where weighed, car number and initial, consignee, pounds and bushels, kind of grain and grade, date when scales were officially examined and tested, and by whom, and the seal record. Besides this information the claim agent is given on the same blank the date of filing claim, and the signature of the shipper. Should the shipper wish to go into further detail, spaces are provided on the reverse side of the weight certificate for enumerating the weight of each draft.

If the advice shipment section of the blank shown in the last number, were divided into columns across the sheet, instead of from top to bottom, Mr. Larson could accommodate any number of cars on the one blank, making a duplicate for his files as shipments were made. Then should he have occasion to use a weight certificate it could quickly be made out from the duplicate advice, and if presented to the railroad as outlined above it would have the immediate attention of the claim department.—B. A. C., Chicago.

### Overbidding Is Disastrous.

*Grain Dealers Journal:* I do not believe there is anything more disastrous to the country elevator business than overbidding. It may work for a time, but in the end it will cause customers to lose confidence in the buyer, and when they do he might as well begin looking around for a new location or for a new job.—J. D. Seibert, mgr. Fogarty Siding, Ill.

### What Is Wrong with the Grain Business?

*Grain Dealers Journal:* In looking over one of the national weeklies recently I came across a story about a man called "Obvious Adams." He made his success in the world by doing the obvious, or natural, while his fellow workers were trying the extraordinary. And as I read, the thought came to me that if ever there was a trade that had room for a lot of Obvious Adams's it is the grain trade.

Here a year or so ago the Journal gave up column after column to articles headed "What Is the Matter with the Grain Trade in Illinois, Kansas and all the Rest?" Everybody had some alibi or reason for poor business, but I wonder how many of them did the obvious thing, that of setting about to rectify these failings in their own plants.

Take the large number whose replies were that competition was becoming so keen that it was impossible to make anything out of the grain business. I wonder how many of these writers recognized that they were doing their share in making it "keen." How many of them set out to remedy that condition by fortifying themselves with facts they could show Farmer Jones when he said that he could sell his grain to Brown for 1c a bushel more than they were offering?

Facts? A good many will question what facts could be shown. All right. Suppose, when Farmer Jones said the price wasn't right, these buyers had been able to say, "Farmer Jones, I want you to come in here a minute. This is my record of what it cost me for shrinkage alone last year, and it figures nearly 1c a bushel. Now this year I'm sending for some seed that's cracked up to be fine, and I hope it will prove to be what is needed to bring down the moisture." Right there they would have turned Farmer Jones from a dissatisfied customer to a live prospect, a man who would appreciate that good seed meant higher prices for his grain, who could see that possibly Jim wasn't too low after all. That's one of the facts to rely on.

Take Discounts, Loss in Transit, Commissions, or any expense and show Mr. Farmer what it costs per bushel to handle grain, and you'll "sell him your money" every time.

Now, then, how much time will be required to do that? Take a house handling 150 cars a year, using a car record in which each of these items is given a column. Upon receiving the "Returns" from each car, these details are entered on the same line with the record of the shipment. And this work takes exactly 3 minutes. For 150 cars, 450 minutes. For posting, wasting time, etc., we'll multiply this by 3 and make it 1,350 minutes. Dividing by 60 we get 22½ hours, a little less than 3 days' work, and it's distributed over the entire year.

Isn't it worth that to keep your customers satisfied and to know how much money you are losing in the grain business?



ness? Isn't it the obvious thing to do?  
—W. B. Granger.

## Misquotation of Rates; Responsible Agent Needed.

*Grain Dealers Journal:* Note your editorial in last number of the Journal suggesting shippers make written application to headquarters for rates, etc., instead of depending upon quotations by local freight agents.

Our experience has been that this furnishes no relief whatever, for we have suffered a number of times recently through loss sustained by depending upon quotations made by Division Freight Agents and Assistant General Freight agents, and so far as the penalty is concerned for misquotation of rates this cuts no figure in the matter whatever, for the fine, if collected, reverts to the government and we do not think you will find a shipper willing to bear the onus of being a prosecuting witness under the circumstances.

We will not get any relief from this condition of affairs until some responsible official or officials of every railroad can be designated to make quotations that will have the same force and effect as those contained in tariff. The shippers of the country should take some steps to secure legislation to this end, for in many cases it is impossible for a shipper to secure either tariffs or supplements in time to make proper use of them, thus he cannot secure these quotations himself and if he depends upon an official to get them he is taking desperate chances. Certainly shippers when they assume responsibility for rates ought to be entitled without question to some responsible and reliable source of information.—Yours very truly, Maney Export Company, C. W. Bleuler, mgr., Oklahoma City, Okla.

## Doors in Roof Impossible.

*Grain Dealers Journal:* I note the many interesting comments in the Journal regarding the placing of loading doors in car roofs. I can readily see where it might benefit the country grain shipper to load thru the roof, but the reduction of labor in loading would be as nothing compared to the loss of grain damaged thru rain and snow. The grain nearest the top of the car has a big influence on the sample in the terminal market, and this is exactly the grain which would be ruined by wet weather.

The only doors in car roofs that are used to any extent are those in refrigerator cars, and there it makes very little difference whether leaks prevail or not. The roof is the most sensitive part of a car and is subject to more twisting, wrenching strains and short, spasmodic jerks than any other part of the box. Especially at this time of the year, with the frost just out of the ground, the contortion is such as to wreck the most strongly built door in the first few hundred miles of use. Where the ties have sunk into the soft ground even a quarter inch more on one side than the other, the shake at the top of the car is extended to several inches. Forward and backward pitches when crossing intersections or switches and more especially when trains are being made up, are just as strenuous on the roof. It is impossible therefore to expect doors in the roof, or even port holes near the roof to remain leakproof any length of time. In

my opinion the sooner this agitation is dropped the better.—W. E. Fowler, Fowler Car Co., Chicago.

## No Need for Holes in Roofs.

*Grain Dealers Journal:* I have read a good many letters from elevator operators in regard to holes or doors in the roofs of cars.

In North Dakota we would not have much use for anything like that, as nearly all have modern up-to-date elevators. Even if there were doors in the roofs we would not use them, in fact, we could not use them without reconstructing our elevators. I know very well what it is to load cars from one of those old-fashioned dumps, as I have worked in two different plants, and it would make a man wish for almost anything—even holes in the roofs of cars.

As the shovel houses are being replaced with modern houses fast, this is no time to ask holes in the roofs of cars. That should have been done 30 years ago. When low dumps were all we had for elevators.—Yours truly, Andrew Bradsteen, agt. National Elvtr. Co., Gardner, N. D.

## No Excuse in Loading Cars Too Full.

*Grain Dealers Journal:* Some brother grain dealers talk as though they would be forced to load cars through the roof in case the railroads put doors or port holes in the roof. They are badly mistaken, for the elevator man could load cars the same as we do now days through the side door if he preferred. But how many of them would? Very few. So I say that doors in the roof would be a great benefit to us who have not power loaders. We have always used the scoop shovel for loading cars and wish to say that we always get our share of the grain and have never failed.

As far as loading cars too full for inspection, this is all tommyrot, for it would be a very simple matter to get into a car and trim it up the same as we do today. Of course a grain buyer should know better than to load the grain so high that it would run over the grain door. We have men who do that same thing today and there are no holes in the roof of cars, either. I wish to say that holes in the car roof will harm none and be a benefit to all. Come on, boys, let's push this reform along.—F. W. Farnsworth.

## In Shipping Oats Fill Middle of Car First.

*Grain Dealers Journal:* I have read with interest letters discussing the advantage and disadvantage of having doors in the roofs of cars for bulk grain loading. I think Mr. J. J. Matthews of Cherokee, Iowa, whose letter was in your March the 25th number, states the reason that should stand out above all others why such a plan would not be advisable or practical.

If cars were filled to the roof it would be impossible for an inspector to secure an average sample upon the car's arrival at an inspection point. This is a very important matter and should be considered by the trade before advocating such a radical change in car construction by the carriers. In practically all our leading markets the buyer can call for re-inspection within 24 or 48 hours if not satisfied with the original inspection, but

in cases where the car is loaded so full as to make a complete inspection impossible, the buyer has a right to call for re-inspection at time car is unloaded at the elevator, which many times is several days after the original inspection. In such cases the shipper has to stand the loss should the grain deteriorate because of delayed handling.

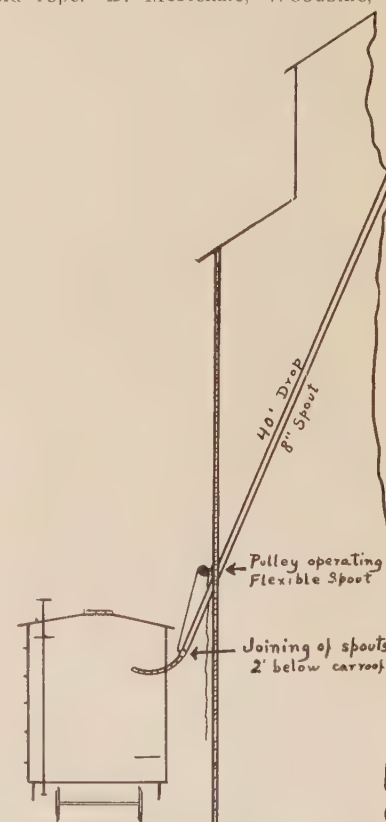
Oats is the only grain with which we have had to use the shovel to any extent, and this can largely be eliminated by filling the center of the car first and then spouting to each end, where the loader has to depend on a gravity spout. The practice of loading the end of cars first should be discouraged, as it places practically all the light grain at the center of the car, where if center is first filled and then spouted to each end, the load will be more uniform.—Very truly, J. A. Gunnell, Secretary Missouri Grain Dealers' Ass'n, Mexico, Mo.

## Correct Position of Car Spout.

*Grain Dealers Journal:* Loading spouts as ordinarily constructed deposit the grain in the car well enough but do not throw the grain up sufficiently towards the ends of car.

To avoid shoveling grain back when using the gravity loading spout I rebuilt the spout as shown in the engraving; and I have since loaded hundreds of cars without having to scoop a bushel.

In the case of a car of medium height, 80,000 lbs. capacity for instance, incline the spout until the straight spout line comes in a direct line about 2 feet from roof of car at door. The surface where the grain runs should be smooth, of 5/16 iron. Bolted are better than screwed unions, as the threads get stripped in shipping. Care should be taken to get flexible spout just right length. When not in use the flexible spout may be drawn up against the building by a small pulley and rope.—D. McKenzie, Woodbine, Ia.



Correct Position of Car Spout.



### Wants Holes 10 Feet From Each End.

*Grain Dealers Journal:* I think doors in car roofs is the coming thing. If a hole is put in about 10 feet from each end of the car, it would load nicely and would level up to destination as well as when scooped back or loaded with a power loader. Portable loaders will come and go just like track buyer's or scoopers. They soon find out they can make more money farming.—F. H. Hoerman, Linn, Kans.

### Would Put Doors in Car Roofs at Once.

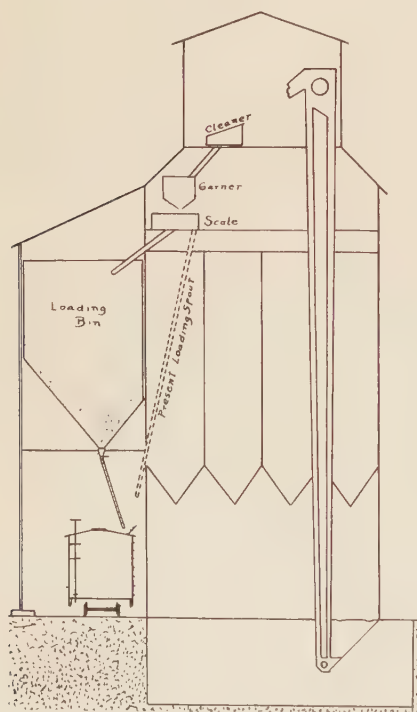
*Grain Dealers Journal:* I have noticed in the last few issues of the Journal letters advocating doors in the roofs of grain cars for loading grain, and believe that such doors would be an important improvement. If I could suggest some plan, I would have this done at once.

I have been in the business for 15 years and know of nothing that would be of so much benefit to the elevator man and his health.—C. A. Helvey, mgr., Helvey Elevtr. Co., Helvey, Neb.

### Wants Loading Bin Above Cars.

*Grain Dealers Journal:* Illustration herewith shows my dream of a modern one man country grain elevator, the operation of which would require very little labor if all grain cars had loading doors in the roofs. At three stations we have gravity loading systems equal to those of any other modern plant, but extra machinery is necessary. This adds to the operating cost. Now that the railroads are demanding that cars be loaded to full visible capacity, why not do away with extra equipment and "pour" them full from the top in 20 minutes?

We need not worry about inspections; the "Big Chiefs" of the terminal markets have demonstrated with the 1915 crops that they are well able to take care of any kind of inspection. It would be possible, where a dealer had his own land, to build a loading bin, as shown in the drawing, directly over the track. This



Loading Bin Above Car.

could be done at all elevators on spur tracks if it did not conflict with the law or rules of the carriers. Then, if all grain cars were provided with doors in the roof, the direct spouting system would put all other methods out of business.

The farmers will load their grain directly into cars anyway if they care to do so; all men have a right to do as they please so long as they stay within the law. What we want is an improvement in the loading of grain for all concerned, farmers, co-operative companies, stock companies, and the "old, worn-out grain dealer."—Stanley A. Miller, mgr., Jay Grain Co., Mulberry, Ind.

### Bulk-Head Loading Made Easy.

*Grain Dealers Journal:* Holes in the roofs of cars would make it easy to load a bulk-head car and there would be no chance to mix no grade grain with No. 2, resulting in a big dock on the good grade. At present if a shipper does not possess a power loader it is an awful job to load a car with a bulk-head. It is safe to say that those who "knock" doors in the roof never loaded a car of grain with a scoop shovel. If they had to load cars like we do they would change their tune.

If every elevator in the country was equipped with a power loader we would not need the doors in the roof, but all elevators haven't power loaders so we must have doors in the roof.

It is getting so now that we can't hire men to shovel grain in the car at any price. As soon as the railroads give us doors in the roofs of cars even the man with a power loader will use the roof doors. As for the farmer being able to load cars with a portable elevator, he would have to shovel just as much grain as he would to load a car today.—Percy Reed, Ada., Kan.

### Railroads Must Provide Doors in Car Roof.

*Grain Dealers Journal:* It is sure amusing to read the excuses some of your correspondents put up in regards to the reason we should not have doors in the roofs of cars. Some of them are pretty weak arguments indeed. One man says it would close the country elevators because a farmer could load his grain as quick and easy as the elevator man. A schoolboy ought to know better than that. If doors were placed in the top of cars and it's only a matter of time when they will be, a farmer to load a car with a portable elevator would have to shovel as much grain as he would at the present time by loading from side door, simply because he would not have enough drop to load the car.

I admit that the power car loaders manufactured now days are Jim dandies and I advise every elevator man to install one at once if he hasn't one. But how many elevator agents have them at their station? Very few and these poor fellows have to get into a car and shovel dirty, musty grain and swallow this poison dust. If any of you have ever had a dust chill you will realize that I know what I am talking about.

I don't want to injure any man's business. The day is not far distant when the railroads will wake up and install doors in the roofs or port holes. It will increase their revenue thousands of dollars and save the elevator men thousands of dollars. It doesn't take a wise man to figure out the great benefit that the railroads and the grain men of the country would receive. I didn't advocate this idea simply because I wanted to save my-

self from inhaling this poisonous dust when loading cars, but I want to save the other fellow as well.

One brother writes that we don't need holes in the roof because he has a power loader and doesn't have to shovel any grain. Just because he doesn't need doors in the roof is no sign that some other fellow doesn't need them.—Yours truly, Percy Reed, Ada, Kan.

### Demurrage Charges Increased.

By permission recently granted by the Interstate Commerce Commission the railroad companies on one day's notice are increasing the demurrage charges. Being a temporary measure to relieve the present congestion the increase is to be withdrawn June 15. The increase is substantially as follows:

After a car has been held (beyond the free time of 24 or 48 hours, as the case may be) 3 days at the present rate of \$1 per day, the rate will be \$2 per day.

The average agreement rule will remain in effect, but only \$1 of the \$2 rate will be included in the average computation; that is, credits earned under the average agreement cannot be used to offset any portion of the demurrage charge which is in excess of \$1 per day.

Where track storage charges are in effect the demurrage charge will continue to be \$1 per car per day, which will apply in addition to the track storage charges as heretofore.

SHIPMENTS of alfalfa originating in California have been permitted by a new tariff of the railroads at \$10.00 per ton to New York, Philadelphia and Boston.

### Inventor of Doors in Roofs.

The agitation for port holes, or loading doors in the roofs of grain cars originated with Percy Reed, agent of the Kansas Flour Mills Co., Ada, Kan., a recent fotograf of whom is shown herewith. Mr. Reed has estimated that by adopting his suggestion the railroads would save thousands of dollars annually to grain shippers. As it would be possible to load each car to its visible capacity, he believes the carriers would be adding materially to their own revenue.

Mr. Reed is one of the most active agents in the country and is continually seeking methods of reducing the cost of handling grain or eliminating unnecessary labor. Another of his recent inventions is a non-leakable port hole casting with detachable turn head, this device enabling grain to be loaded from either side of the track.



Percy Reed, Ada, Kan.



## A New Grain Clearance Ass'n.

At a special meeting of the Canadian Grain Commissioners in Montreal recently it was decided to form a grain clearance ass'n for the adjustment of overages and shortages between loading elevators, lake carriers and unloading elevators to distribute all profits from overages or losses from shortages equitably among elevator and steamship companies as a whole.

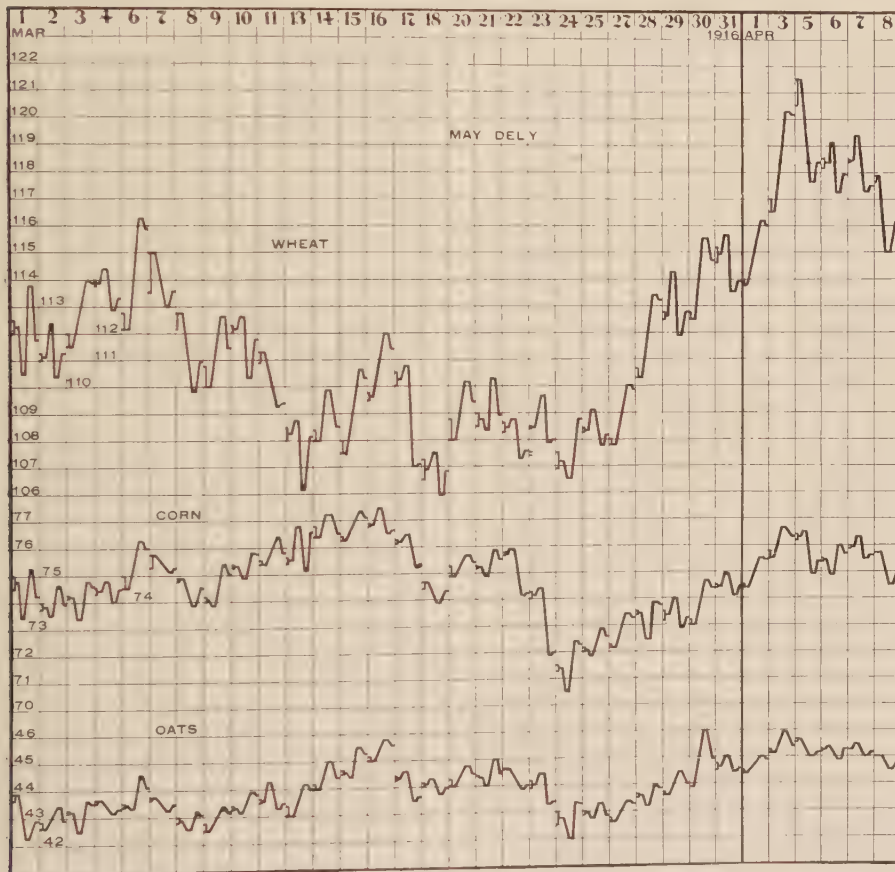
The new organization is the result of last year's interesting experiment, by which all parties agreed on a fixed allowance for ultimate shortages for a year at eastern elevators, which was given out at the meeting. Chairman Magill showed that the plan of the loading elevator's allowance of  $\frac{1}{8}$  of a bu. per 1,000 bus. at the lake head and the vessel's allowance of  $\frac{1}{4}$  of a bu. per 1,000 to the eastern elevators, the latter making good all shortages and retaining all overages, had worked out satisfactorily. The scale of charges made for the superintending of grain handling at the terminals was out-

lined by C. P. Williamson of the Buffalo Grain Clearance Corporation.

Last year's system of adjusting shortages in grain cargoes will be continued in the present season, all elevator men and steamship representatives signifying their willingness and the proposed grain clearance ass'n will take over the work of adjustment the following year. In view of the agreement to form a clearing house for shortages, the proposal to have government weighing officials at the elevators was dropped.

## Chicago Futures

Opening, high, low and closing quotations on wheat, corn and oats for May delivery at Chicago, during March and part of April are given on the chart herewith.



## Daily Closing Prices.

The closing prices for wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

MAY WHEAT.												
	Mar. 25.	Mar. 27.	Mar. 28.	Mar. 29.	Mar. 30.	Mar. 31.	Apr. 1.	Apr. 3.	Apr. 4.	Apr. 5.	Apr. 6.	Apr. 7.
Chicago .....	108½	109½	113½	112¾	114½	113¾	116	120½	118½	117½	117½	116
Minneapolis .....	110½	112¼	114¾	114¼	116	115¾	117¼	122	121½	119¾	120	117½
Duluth .....	110½	112¼	114¾	114¼	116½	115¾	117¾	122¾	121½	120½	119½	118½
†Omaha .....	104½	103	105½	106¼	107¾	108	109	112½	114	111½	114	110¼
St. Louis .....	105	103½	109¾	109¾	110¾	110½	112¼	116¾	117	115	114¾	113¾
Kansas City .....	100¾	101¾	105¾	104¾	106¾	105¾	107¾	112	110¼	109¾	109	107¾
Milwaukee .....	108½	109¾	113¾	112½	114¾	113¾	116	120¼	118¾	118	117½	116
Toledo .....	114	116	118½	118¾	119¾	119	121½	125	123½	123¾	123¾	122¼
*Baltimore .....	114	116	119	119	120	119	121	122¾	123	120½	120¼	119¾
Winnipeg .....	108½	109½	111½	111½	112½	113½	115½	119¾	119¼	117¼	116¾	115½
MAY CORN.												
	Mar. 25.	Mar. 27.	Mar. 28.	Mar. 29.	Mar. 30.	Mar. 31.	Apr. 1.	Apr. 3.	Apr. 4.	Apr. 5.	Apr. 6.	Apr. 7.
Chicago .....	72½	73¼	73¾	73¾	74¾	74¾	75¾	76¼	75¾	75¾	75¾	75
Kansas City .....	67	67½	68¾	68	69	69	70	70¾	69¾	70	70¼	69¾
St. Louis .....	71¼	71¾	72¾	72	72¾	72¾	73¾	74¾	73¾	74¾	74¼	73¾
†Omaha .....	64	64¾	64¾	65¼	65¼	66¾	67½	68¾	69½	68¾	68¾	68¾
*Mar. del'y to Apr. 6, then Apr.												
†Cash aver. No. 2 hard and No. 3 mixed.												

## Taxation of Local Business of Line Company.

The Supreme Court of Nebraska recently decided against the Nye Schneider Fowler Co., in its appeal from the ruling of the Boone County authorities assessing its book accounts at \$5,500 and refusing to make any deduction for debts.

The company had filed with the assessor a statement showing that it had owing to it on book accounts at Albion, Boone County, \$13,769; that the total amount owing to it on Apr. 1 at all its stations was less than \$110,000, and that its total indebtedness for merchandise and money borrowed was at least \$1,500,000, and that the purchases of lumber, building material and fuel for all its stations are made at the head office at Fremont, Neb. The court said:

Plaintiff asserts that, since its general indebtedness incurred in carrying on its business at its head office and at all its branches exceeds the amount of its general credits in such places in the state, it has no net credits to be assessed. This would, undoubtedly, be true but for the provisions of section 6314, "property having local situs, like grain elevators, lumber yards or any established business, shall be listed and assessed at the place of such situs," and of section 6329, that merchants shall be taxed where the business is done. It seems evident that the Legislature intended that each lumber yard or other established business should be considered as a separate entity.

Plaintiff must accept either one horn of the dilemma or the other. If its credits are all taxable at Fremont, then from the general credits should be deducted the general indebtedness. If the credits are taxable in Boone County, the indebtedness to be deducted must arise out of the business in that county.

By returning the gross credits for taxation in Boone County, plaintiff conceded that credits are taxable locally. In this event the deductions to which such credits are subject in order to ascertain their net amounts must also grow out of the local business. In this case, without attempting to separate, or apportion, or show the amount of indebtedness which grew out of the business in Boone County, the plaintiff undertook to offset its general credits. The credits of the plaintiff in Boone County are not subject to taxation in Dodge County, where its headquarters are situated. Neither are the debts which it has incurred in Dodge County or any other county in the state to be deducted from the credits which have accrued to the business in Boone County.

Whatever debts may have been incurred in the purchase of grain, lumber, or for any other purpose legitimately connected with the conduct of the business in Boone County, are proper to be deducted from the credits in that county; but this is as far as the deduction of indebtedness may go. Since no such indebtedness was shown to the assessor, he and the county authorities were justified in refusing to make any deduction.

The judgment of the district court is affirmed.—156 N. W.

THE GRAIN DEALERS JOURNAL is a necessity in the office.—Gordon Williamson, Salt Lake City, Utah.

WE DO NOT feel that we could do without the Grain Dealers Journal.—Knox County Elvtr. Co., Munday, Tex.

I HAVE closed a deal for an elvtr. thru an ad which I placed in the Grain Dealers Journal.—D. Metzger, Darling-ton, Ind.

The Grain Dealers Journal is a good paper and answers the practical requirements of the grain dealers.—H. A. Butler, Mgr., The Crete Mills, Crete, Neb.

A GRAIN DEALER needs the Grain Dealers Journal just as he needs a commission man to sell his grain which he consigns to market. I find the Letters from Dealers department of great benefit to me.—M. J. Steiner, Sabetha, Kan.



# Grain Movement

Reports on the movement of grain from farm to country elevator and shipments from interior points are always welcome.

## COLORADO.

Denver, Colo., Mar. 27.—From 25% to 30% of 1915 wheat still unmarketed in eastern Colorado and western Nebraska according to dealers here.—C. A. Houlton, of Flanley Grain Co., Omaha, Neb.

## ILLINOIS.

Sidney, Ill., Apr. 7.—Most of our corn and oats to move yet.—Sidney Grain Co.

Proctor, Ill., Apr. 7.—Fully 50% corn in farmers hands; not much chance for movement of grain until after seeding is over.—G. B. Farlin, mgr. Proctor & De Long Elvtr. Co.

## INDIANA.

Vincennes, Ind., Mar. 29.—Not much grain moving.—J. & S. Emison Co.

Smithson, Ind., Mar. 27.—About 2/3 crop marketed; farmers holding for more money; elevators are full of damp grain and it is impossible to get cars.—J. F. Bramblett, agt. Crabbs Reynolds Taylor Co.

## IOWA.

Chatsworth, Ia., Mar. 27.—Not much grain coming in.—Farmers Grain Co.

Dinsdale, Ia., Apr. 6.—Had no corn for market; shipped in several cars this winter for feed; some oats in farmers hands which are held for 40c.—Guy D. French, mgr. Dinsdale Grain & Lumber Co.

Long Grove, Ia., Apr. 7.—Considerable grain still in farmers hands account bad condition roads for past year; impossible to get thru some roads at this time; all are unfit for heavy hauling; yesterday 7 teams were mired south of town and none were drawing loads; we have poorest roads in Iowa, most being little better than a cow path; these poor roads cost this town fully \$40,000 worth of business yearly.—E. H. Anschutz, mgr. Merchants Elvtr. Co.

## KANSAS.

Kingsdown, Kan., Apr. 7.—No grain moving; little wheat and corn in farmers hands; roads impassable; had rain and snow past 2 days and now have 6 in. on level.—W. W. Gibbons, mgr. Kingsdown Equity Exchange.

## MICHIGAN.

Lansing, Mich., Apr. 7.—Total number of bus. of wheat marketed during March at 60 flouring mills, 82 elvtrs. and to grain dealers is 102,404 bus.; total number of bus. marketed in 8 months, August-March, is 7,000,000 bus.—Coleman C. Vaughan, sec'y of state.

## MINNESOTA.

Cyrus sta. (Starbuck p. o.), Minn., Apr. 8.—About 70% crop is moved; over half grain handled is wheat.—A. A. Davidson, mgr. Farmers Elvtr. Co.

Brooten, Minn., Mar. 25.—Shipped about 500,000 bus. grain compared with about 250,000 bus. during previous year; more oats than other grains.—L. C. Huset, agt. Amenla Elvtr. Co.

## MISSOURI.

Houstonia, Mo., Apr. 2.—Very small amount of wheat in farmers' hands.—Farmers Elvtr. Co.

Columbia, Mo., Apr. 1.—About 30% corn, 17% wheat and 19% oats still on farms.—State Board of Agriculture.

## NEBRASKA.

Upland, Neb., Apr. 8.—Lots of corn now being marketed; several elvtrs. in this section of country holding large quantities of wheat which was bot at high prices when no cars could be gotten and after prices went down so it could be shipped only with a big loss.—Thos. C. Lorenzen, mgr. Peoples Grain, Coal & L. S. Co.

Pilger, Neb., Apr. 5.—Compelled to ship in about 50,000 bus. corn owing to heavy cattle feeding in this territory.—N. A. Allen, agt. Nye Schneider Fowler Co.

## OHIO.

Columbus, O., Apr. 1.—About 22% wheat in farmers hands; compared with 12% last year.—State Board of Agriculture.

## OKLAHOMA.

Wayne, Okla., Apr. 5.—Wheat, oats and corn have been moved.—S. W. Power & Son.

Oklahoma City, Okla., Apr. 1.—Farmers holding 27% corn; 8% wheat and 17% oats.—State Board of Agriculture.

## UTAH.

Salt Lake City, Utah, Mar. 27.—About 20% wheat still unmarketed according to dealers here and at Ogden.—C. A. Houlton, care Flanley Grain Co., Omaha, Neb.

## WISCONSIN.

Superior, Wis., Mar. 30.—For several days past an average of 100 cars of Canadian grain has been received daily at Globe Elvtr. system; indications are that receipts from now will be heavier; about 1,000 carloads of wheat are now on way to Superior from Canada; at present there are 700,000 bus. Canadian oats and 1,000,000 bus. Canadian wheat stored in bond at the Globe system; shipping large quantities to eastern seaboard via all rail route whenever it is possible; as the Great Northern Elvtr. system is practically filled, little grain is being received.—T.

Washington, D. C., Apr. 4.—Wheat of 1915 crop unfit for milling is estimated at 146,000,000 bus. according to reports from elvtrs. and flour mills. Reports were so variable as to make accurate deductions impossible and any estimate debatable without considerable qualification. On these reports the average worked out 14.4% as the wheat unfit for milling and 7.3%, or 74,000,000 bus., as feed for live stock. Wheat usually fed live stock has not been regarded by the grain trade to be of material proportions, not more than 2% of the crop.—U. S. Dept. of Agriculture.

## Rye Movement in March.

Receipts and shipments of rye at the various markets during March, 1916, compared with March, 1915, were in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Baltimore	896,583	825,644	1,198,629	1,190,994
Chicago	373,000	141,000	171,000	124,000
Minneapolis	350,020	189,780	496,470	215,020
Milwaukee	171,100	174,640	282,459	269,068
St. Louis	83,700	20,100	85,010	6,520
Omaha	47,300	25,300	71,000	11,000
Cincinnati	42,932	44,175	39,978	21,770
Duluth	37,756	12,460	31,818	7,472
Detroit	36,000	41,000	3,000	28,000
Kansas City	35,200	23,300	39,600	19,800
New York	16,250	.....	17,789	.....
Indianapolis	5,000	6,000	5,000	4,000
Toledo	5,000	13,000	4,000	17,400
Wichita	2,000	11,700	2,000	10,800

## Exports of Grain Weekly.

	Wheat.		Oats.	
	1916.	1915.	1916.	1915.
Jan. 1	7,258,000	5,807,000	2,192,000	717,000
Jan. 8	8,322,000	7,362,000	1,308,000	124,000
Jan. 15	7,680,000	7,062,000	2,095,000	859,000
Jan. 22	7,247,000	5,664,000	1,668,000	1,474,000
Jan. 8	6,848,000	5,889,000	1,739,000	779,000
Jan. 15	6,966,000	6,332,000	2,086,000	1,289,000
Jan. 22	7,141,000	4,422,000	1,746,000	2,002,000
Jan. 29	7,636,000	4,522,000	2,510,000	2,072,000
Feb. 5	6,873,000	4,977,000	2,118,000	2,152,000
Feb. 12	8,046,000	6,795,000	2,010,000	1,790,000
Feb. 19	6,490,000	7,128,000	2,635,000	1,730,000
Feb. 26	6,450,000	4,853,000	2,104,000	2,412,000
Mar. 4	6,822,000	5,805,000	2,653,000	1,116,000
Mar. 11	7,415,000	4,206,000	1,834,000	1,607,000
Mar. 18	7,389,000	4,071,000	3,424,000	1,364,000
Mar. 25	7,440,000	5,034,000	2,581,000	3,214,000
Apr. 1	5,944,000	7,082,000	2,797,000	3,168,000

July 3 to  
Apr. 1 255,863,000 241,798,000 80,047,000 61,059,000

## Wheat Movement in March.

Receipts and shipments of wheat at the various markets during March, 1916, compared with March, 1915, were in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Winnipeg	18,949,200	8,398,125	.....	.....
Minn'polis	12,428,340	4,332,680	5,079,920	4,417,270
Chicago	9,790,000	3,624,000	7,979,000	2,754,000
New York	6,875,300	.....	10,954,329	.....
Duluth	6,195,800	3,111,621	826,511	1,191,717
Baltimore	4,266,940	1,384,845	3,674,647	1,598,683
Kan. City	3,172,500	1,282,500	5,841,450	2,578,500
St. Louis	2,589,466	1,661,667	2,262,610	2,238,850
Milwaukee	1,607,000	200,000	192,633	259,219
Omaha	1,585,200	520,800	2,050,800	328,800
Wichita	1,158,600	637,200	596,400	426,800
Cincinnati	414,429	290,582	241,278	240,743
Toledo	356,000	346,000	358,300	425,000
Detroit	195,000	254,000	200,000	246,000
Indianapolis	70,000	206,000	10,000	35,000
San Francisco,	.....	.....	.....	.....
tons	8,138	8,779	2,604,260	2,931,100
Galveston	.....	.....	2,160,972	4,534,007
New Orleans	.....	.....	.....	.....

## Corn Movement in March.

Receipts and shipments of corn at the various markets during March, 1916, compared with March, 1915, were in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Chicago	8,587,000	11,569,000	7,737,000	12,605,000
Winnipeg	7,181,150	2,996,300	.....	.....
Baltimore	3,693,272	2,653,052	2,993,051	2,207,806
Minn'polis	3,369,430	2,049,470	4,389,780	3,438,520
Milwaukee	1,951,940	3,131,200	3,382,469	1,518,498
New York	1,678,500	.....	2,272,841	.....
Duluth	1,418,695	419,243	583,788	32,042
St. Louis	936,700	1,538,500	736,050	1,256,150
Cincinnati	848,871	553,397	689,723	479,874
Indianapolis	753,000	345,000	554,000	254,000
Omaha	673,600	882,800	808,500	955,500
Kansas City	258,400	520,200	321,000	708,000
Detroit	195,000	207,000	188,000	34,000
Toledo	171,200	250,000	80,000	321,000
Wichita	25,500	27,300	18,500	23,600
San Francisco,	.....	.....	.....	.....
tons	2,169	2,272	.....	.....
New Orleans	.....	.....	29,350	675,481

## Oats Movement in March.

Receipts and shipments of oats at the various markets during March, 1916, compared with March, 1915, were in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Chicago	8,312,000	4,928,000	3,669,000	5,820,000
Kansas City	3,298,750	493,750	2,826,350	1,000,000
Omaha	2,802,000	996,000	2,658,700	1,612,600
Baltimore	2,777,301	3,939,278	2,492,654	3,188,870
St. Louis	1,819,910	1,352,100	713,380	1,202,320
Indianapolis	1,564,000	1,146,000	690,000	545,000
Milwaukee	1,231,905	1,113,075	896,624	855,084
Cincinnati	878,160	701,316	312,055	669,682
New York	653,200	.....	894,784	.....
Minneapolis	647,470	1,431,650	656,710	1,528,760
Toledo	495,600	348,000	310,300	307,600
Detroit	284,000	203,000	302,000	250,000
Wichita	241,200	96,800	86,700	54,900
San Francisco,	.....	.....	.....	.....
tons	552	2,100	.....	.....
New Orleans	.....	.....	585,591	299,872

## Barley Movement in March.

Receipts and shipments of barley at the various markets during March, 1916, compared with March, 1915, were in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Minneapolis	3,534,720	1,663,250	3,522,960	2,117,300
Chicago	3,219,000	1,981,000	1,192,000	607,000
Milwaukee	1,726,840	1,303,560	339,017	354,488
Baltimore	962,239	289,610	1,277,114	455,613
New York	939,350	.....	697,697	.....
Winnipeg	531,900	188,500	.....	.....
Duluth	302,147	75,104	186,827	44,192
Kansas City	294,000	57,400	283,600	96,600
Cincinnati	99,308	41,309	4,296	2,094
St. Louis	72,000	86,100	31,650	10,470
Omaha	36,400	38,800	28,000	14,000
San Francisco,	.....	.....	.....	.....
tons	17,566	26,705	.....	.....
Toledo	1,000	1,000	.....	.....
New Orleans	.....	.....	3,500	.....

I FIND the Grain Dealers Journal an indispensable factor in the grain business.—O. C. Parks, Seneschal, N. D.

WE ARE very favorably impressed with the Grain Dealers Journal and feel that the subscription price is money well spent.—Taylor Mfg. Co., Taylor, Tex.



## Grain Exports Heavy.

The British bark Tridonia cleared recently from Portland, Oregon, with 110,078 bus. of wheat.

THE MONGIBELLO left Boston April 1 for Leghorn, Italy, with a full cargo of 300,000 bus. oats, destined for the use of the Italian army.

THE NORWEGIAN STEAMSHIPS Olaf Kyrre and Skrymer, both loaded with grain and bound from Baltimore to Norwegian ports, have been detained at Kirkwall.

GRAIN EMBARGO of the Pennsylvania Ry. has been modified, effective Apr. 5, to accept all grain, except corn, for export thru Baltimore, when actual engagement of steamer is confirmed by the Division Freight Agent there.

THE BRITISH steamer, Architect, which was chartered to load 450,000 bus. of bagged oats, for a French port, which would have been the largest ever taken from Boston, was transferred to Newport News to load. As the vessel was under demurrage, it was decided to send her to another port to load.

RECENT GRAIN CLEARANCES from Philadelphia for foreign ports were as follows: Gowanburn for St. Louis du Rhone, via Marseilles, 234,827 bus. wheat; Rio Sorocabá for Bordeaux, 230,117 bus. wheat; Tafna for St. Nazaire, 246,131 bus. wheat; Teesbridge for Liverpool, 212,174 bus. wheat; Manchester Miller for Manchester, 120,000 bus. wheat.

TWO SHIPS sailed recently from Portland with cargoes of grain for the Belgian Relief Commission, viz., the Norwegian steamer Wedadesk and the Dutch steamer Grangesberg, both en route to Rotterdam. The Grangesberg had been in port a long period under heavy demurrage, owing to the belated arrival of the particular kind of wheat she was booked to carry.

GRAIN SHIPMENTS from Boston for the week ending April 1 aggregated 1,090,000 bus. Sailings include the steamships Quebra, for Liverpool, with 168,000 bus. of wheat; Novian, for Manchester, 120,000 bus.; Mongibello, for an Italian port, 300,000 bus. of oats; Architect, for a French port, 180,000 bus.; Colonial, for London, 168,000 bus. of wheat; Ardgriffe, for London, 112,000 bus. of wheat, 42,000 bus. of corn. Last week's shipments totaled 377,062 bus. Steamship Canadian, for Liverpool, took 99,402 bus. of wheat, 35,000 bus. of oats; British Monarch, 27,878 bus. of wheat and 94,665 bus. of barley, and Ninian, for Manchester, 120,117 bus. of wheat.

OVER 1,000,000 BUS. of grain went out from Portland on four transatlantic steamers recently, the Izabram for Leghorn having 212,000 bus., the Carthaginian

for Glasgow, 33,334 bus., the Rose Castle for Avonmouth, 390,669, while the Parthenia, for Havre, had 456,702 bus. of oats. Other steamers that have recently cleared are the Buxton and the Montcalm with grain cargoes for somewhat unusual ports. One goes to Barrow in Furness and the other to Manchester. The Port Hunter sailed Mar. 29 for Newcastle, England, with a cargo of 229,500 bus. of wheat, and the Thomson liner Devona on Mar. 30, taking out 75,034 bus. of grain for an English port, besides a miscellaneous cargo for St. Nazaire.

## Illinois Oral Contract Law Changed.

Always advisable to have a contract in writing, it is still more so under the new law of Illinois, which makes oral contracts unenforceable when in excess of \$500 in value. The law does not declare such contracts void, but the grain dealer who has been taken advantage of by a farmer is deprived of the right to go into court and prove that the farmer had orally promised to deliver grain at some future time.

The only advantage to the grain buyer under the new law is that on contracts under \$500 in value made orally the dealer can go into court and try to prove the contract if delivery is to be made two or more years later. As most grain contracts are to be performed within a year this privilege is of little value. Under the old law an oral contract was not enforceable if it was to be performed more than a year in the future.

The provisions of the new law are:

3. **Form of Contract or Sale.**—Subject to the provisions of this act and of any statute in that behalf, a contract to sell or a sale may be made in writing (either with or without seal) or by word of mouth or partly in writing and partly by word of mouth, or may be inferred from the conduct of the parties.

4. **Statute of Frauds.**—(1) A contract to sell or a sale of any goods or choses in action in the value of \$500 or upward shall not be enforceable by action unless the buyer shall accept part of the goods or choses in action so contracted to be sold or sold, and actually receive the same, or give something in earnest to bind the contract, or in part payment, or unless some note or memorandum in writing of the contract or sale be signed by the party to be charged or his agent in that behalf.

(2) The provisions of this section apply to every such contract or sale, notwithstanding that the goods may be intended to be delivered at some future time or may not at the time of such contract or sale be actually made, procured, or provided, or fit or ready for delivery or some act may be requisite for the making or completing thereof, or rendering the same fit for delivery; but if the goods are to be manufactured by the seller especially for the buyer and are not suitable for sale to others in the ordinary course of the seller's business, the provisions of this section shall not apply.

(3) There is an acceptance of goods within the meaning of this section when the buyer, either before or after the deliv-

ery of goods, expresses by word or conduct his assent to becoming the owner of those specific goods.

On the Board of Trade under the new law in all cash transactions as well as in purchases of grain to arrive, whether between members, or between members and outsiders, (where there is no part payment, or delivery in whole or in part, or delivery of something "in earnest") confirming ship slips, signed by the member, clerk or employee, should be exchanged where the value of the commodity sold exceeds \$500.

## Fuel Oil a Gasoline Substitute.

The greatly increased consumption of gasoline within the last three years, without a corresponding increase in the production of crude oil, is responsible for the greatly increased price of the finished fuel. The advance in price covers all sections and ranges from 100% to 200% compared with values prevailing a year ago.

Users of internal combustion engines, especially where the power serves commercial purposes, have sought relief from the current high price of gasoline by making their engines adaptable to the heavier distillates, such as crude oil, kerosene and fuel oil. This was the recent recommendation of Sec'y of Interior Lane, who was asked by Congress for a report on the gasoline situation. He suggested that kerosene or fuel oil carburetors be fitted to gasoline engines so as to give perfect combustion. Even the heavy distillates are used as fuel. Naturally the production of crude oil could be increased to provide a greater supply of gasoline, but Sec'y Lane believes this should not be done as it would place on the market a large output of other distillates for which there is no demand.

Several manufacturers of oil engines, particularly the Muncie Oil Engine Co., foresaw the prevailing scarcity of gasoline some years ago, and figuring the tremendous quantities of gasoline which would be used in pleasure vehicles, designed engines to burn crude oil. When fuel oil came to be used generally the Muncie Company found that its engine would burn that distillate as readily as it did the crude, and with even better results.

The elevator operator with an engine adaptable to either fuel oil or gasoline is assured always of a cheap motive power. Fuel oil is but a by-product, or the residue from the crude petroleum after the process of refining for gasoline, naphtha, benzine and kerosene. Its present demand is small as it is used in comparatively few engines, oil fired boilers and furnaces consuming the greatest portion. It must, therefore, be sold in competition with coal, or its market would become stagnant. As no immediate reduction is expected in the price of gasoline it might be well for country elevator operators now using that fuel to investigate the changing of their power plant so the cheaper oils may be used with the same results as at present.

## Our Callers

J. L. Bush, Tuscola, Ill.  
H. Singleton, Symerton, Ill.  
A. Ware Bosworth, Memphis, Tenn.  
Joe Eymann, mgr. Farmers Elev. Co., Graymont, Ill.

## The Grain Trade's Activity.

	1915-16.	1914-15.
WHEAT CROP, U. S., bus.....	1,002,029,000	891,017,000
Wheat receipts, primary markets, July 1, 1915, to Apr. 3, 1916, bus.....	443,774,000	387,192,000
U. S. wheat exports, July 1, 1915, to Apr. 3, 1916, bus.....	256,052,000	244,946,000
Argentine wheat exports, Jan. 1, 1915, to Apr. 3, 1916, bus.....	115,608,000	66,136,000
Wheat, visible supply, Apr. 1, 1916, bus.....	57,287,000	39,323,000
Canadian, visible wheat supply, Apr. 3, 1916, bus.....	38,154,000	11,400,000
FLOUR EXPORTS, July 1, 1915, to Apr. 4, 1916, bbls.....	15,177,478,000	1,141,060,000
OATS CROP, U. S., bus.....	219,296,000	220,443,000
Oats receipts, primary markets, Aug. 1, 1915, to Apr. 3, 1916, bus.....	71,477,000	9,353,000
U. S. oats exports, July 1, 1915, to Apr. 3, 1916, bus.....	17,892,000	27,234,000
Oats, visible supply, Apr. 1, 1916, bus.....	3,090,509,000	2,672,504,000
CORN CROP, U. S., bus.....	27,697,000	32,877,000
Corn, visible supply, Apr. 3, 1916, bus.....	134,934,000	153,399,000
Corn receipts, primary markets, Nov. 1, 1915, to Apr. 3, 1916, bus.....	163,622,000	157,429,000
Argentine corn exports, Apr. 1, 1915, to Apr. 3, 1916, bus.....	18,378,000	28,348,000
U. S. corn exports, July 1, 1915, to Apr. 3, 1916, bus.....	11,127,000	10,769,000
RYE EXPORTS, U. S., July 1, 1915, to Apr. 3, 1916, bus.....	18,490,000	9,142,000
BARLEY EXPORTS, U. S., July 1, 1915, to Apr. 3, 1916, bus.....	\$14,419,301	\$9,506,159
CHICAGO BOARD OF TRADE CLEARINGS for March.....		



## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

### COLORADO.

Sterling, Colo., Apr. 7.—Grain crops were good last year.—M. O. Patten, pres. Farmers Elvtr. Co.

### ILLINOIS.

Dieterich, Ill., Apr. 7.—Having late spring; wheat all killed out.—J. M. Schultz.

Illinois, Mar. 30.—The total yield of broom corn for 1915 for Illinois was 19,932,000 lbs.—State Board of Agriculture.

Cora City, Ill., Apr. 6.—Wheat good in immediate vicinity; farmers estimate it at 90%.—R. C. Townes, mgr. H. C. Cole Mlg. Co.

Proctor, Ill., Apr. 7.—Farmers seeding; oats going in ground in fine shape with plenty of moisture for starting; not much wheat but is left looks thin.—G. B. Farlin, mgr. Proctor & De Long Elvtr. Co.

Sidney, Ill., Apr. 7.—Wheat condition improving; looks as if our wheat is O. K., as last few days have brot it forward; shows up not winter killed; think all dead wheat was caused by poor seed sown last fall; farmers finished oats seeding; going in in fine shape; large acreage being sown.—Sidney Grain Co.

### INDIANA.

Smithson, Ind., Mar. 27.—Grain in this section in bad condition; oats musty and bin burned; corn half rotten and since thawing commenced is very damp; average 20 to 25% moisture.—J. F. Bramblett, agt. Crabbs Reynolds Taylor Co.

Vincennes, Ind., Mar. 29.—Fly did considerable damage last fall; cold weather and high waters killed a great deal of wheat in lands subject to overflow; do not think there will be over 40% of wheat crop; indications are that this land will be idle during the summer season as farmers have already made arrangements for season; some oats being sown.—J. & S. Emison Co.

### IOWA.

Dinsdale, Ia., Apr. 6.—Corn was poor.—Guy D. French, mgr. Dinsdale Grain & Lumber Co.

Emerson, Ia., Mar. 28.—Some reports of winter wheat damage in this section but not bad; some spring wheat being sown now; prospects at present good.—R. A. James, with A. Swisher.

Ft. Madison, Ia., Apr. 5.—Wheat somewhat damaged in this section; cannot tell extent account late spring; I have seen wheat like prospect come out fine in May.—C. A. Johnson of W. H. Perrine & Co.

Long Grove, Ia., Apr. 7.—Winter wheat conditions in this vicinity at present anything but favorable account cold weather; plant has been heaved more or less from alternate freezing and thawing; high and dry wind for several days will kill out fully half; no seeding done to date account soil being too cold and wet.—E. H. Anschutz, mgr. Merchants Elvtr. Co.

### KANSAS.

Wilburton, Kan., Mar. 25.—Wheat needs rain but looks fine.—A. T. Barksdale, mgr. Morton Grain Co.

Dresden, Kan., Apr. 3.—Crop conditions good; need some moisture.—H. C. Akers, agt. C. E. Robinson Grain Co.

Sawyer, Kan., Mar. 25.—Some reports of damage to growing wheat; some hessian fly.—B. H. Dinkins, mgr. Sawyer Equity Exchange.

Doster sta. (Caldwell p. o.), Kan., Apr. 6.—Growing wheat looks spindling; good many fields thin.—A. J. Moore, agt. Doster Grain Co.

Calista, Kan., Mar. 27.—Warm spring days making wheat show up in fair condition.—W. W. McClellan, mgr. Calista Grain & Mercantile Co.

Erie, Kan., Apr. 7.—Oats not growing good; wheat looks much better last 2 weeks; only little corn planted; weather conditions not favorable to crop planting account rain; rain and snow today.—H. D. Collins, mgr. Farmers Union Ass'n.

Raymond, Kan., Apr. 8.—Some wheat looks good; lots going back; something is the matter but do not know what it is, only we know that there is a world of fly eggs in the wheat and they will get it before the farmers do.—G. G. Mowrey, mgr. Raymond Grain & Supply Co.

Culver, Kan., Apr. 5.—Poor seed, poor preparation, late sowing, dry weather, high winds and hessian fly are all given as reasons why our wheat looks so poor; not over 75% of proper condition usual at this time of year.—John E. Hughes, mgr. Culver Grain & L. S. Ass'n.

### MICHIGAN.

Detroit, Mich., Mar. 31.—Largely reduced wheat acreage; condition not good; damaged but too early to determine the extent.—Peninsular Mlg. Co.

Lansing, Mich., Apr. 7.—Condition of wheat on Apr. 1 was 78% compared with 86% a year ago; 217 correspondents report injury to wheat in March and 214 report no injury; condition rye 84% compared with 90% last year.—Coleman C. Vaughan, sec'y of state.

### MINNESOTA.

Cyrus sta. (Starbuck p. o.), Minn., Apr. 8.—Had poor crop last year.—A. A. Davidson, mgr. Farmers Elvtr. Co.

### MISSOURI.

Fayette, Mo., Mar. 26.—Prospects for 60% wheat crop.—Fayette Mill & Mercantile Co.

Miller, Mo., Mar. 29.—Prospects for wheat poor; about 33% replanted to oats; indications for 25% crop.—Miller Elvtr. Co.

Jonesburg, Mo., Apr. 6.—Wheat badly winter killed; about 50% abandoned; what is left will not make over half crop; farmers finished sowing oats.—Wilson Bros.

Troy, Mo., Mar. 27.—Wheat crop prospects slim; have had some rain which will help to bring it out; some wheat now being sown to oats.—N. Hanni, prop., Troy Roller Mills.

Houstonia, Mo., Apr. 2.—Wheat will make from 50 to 60% crop; late rains are helping it; very small acreage being plowed up; oats acreage large; some coming up.—Farmers Elvtr. Co.

Bolivar, Mo., Apr. 5.—Have fine season at present with plenty of moisture but owing to the freeze and sleet last winter do not believe there will be over 50% of a wheat crop. While walking across field will find large spots with no wheat on it that cannot be seen from the roads and this is the reason the growing crop looks better to some people than it does to others. Some farmers here have plowed up their wheat and sowed oats instead, while others will plant corn instead. Very few farmers speak well of their wheat.—T. H. Jarman.

Columbia, Mo., Apr. 1.—Present prospect for wheat in Missouri poorest for 10-year period; farm work well under way; had needed rain latter part of March followed by warm weather; condition of wheat for state is 65.8% against 88.8% a year ago and 86.2% the 10-year average; loss since Dec. 1 is 16.2% caused by sleet and ice, lack of snow covering, heaving due to alternate freezing and thawing and lack of moisture during March in some sections; late seeded wheat seems to be worst winter killed; some wheat fields have been put to oats and corn will follow in others, but with favorable wheat weather from now on abandoned acreage is not expected to be heavy; acreage is 17.3% less than last year. Corn prospects are for an enlarged acreage, especially with favorable spring for planting; about 35% of corn ground has been plowed; a

few fields planted in southeast section. Oats going in early in good shape; estimate about 70% sown against 38% a year ago and 49% the 10-year average; estimated acreage is 102% compared with acreage last year of 1,063,000 acres. Condition growing rye is 82%; barley 76% which is but little grown in this state. Reports state that corn and other feeds have not the usual feeding value.—State Board of Agriculture.

### MONTANA.

Nihill, Mont., Mar. 24.—Farmers preparing soil for crop; very little seeding done at this date.—J. Geiken, agt. Rocky Mountain Elvtr. Co.

### NEBRASKA.

Edgar, Neb., Apr. 7.—Some winter kill damage to wheat.—Lee Hill.

Pilger, Neb., Apr. 5.—Corn was poor quality as a rule.—N. A. Allen, agt. Nye Schneider Fowler Co.

Helvey, Neb., Mar. 30.—Wheat looking fairly good; corn now being marketed is in better condition than that formerly received.—C. A. Helvey, mgr. Farmers Elvtr. Co.

Upland, Neb., Apr. 8.—Wheat looks good; very little is winter killed; most corn being marketed is grading No. 3 as it is drying out.—Thos. C. Lorenzen, mgr. Peoples Grain, Coal & L. S. Co.

Omaha, Neb., Mar. 17.—South central Nebraska has a large per cent of wheat with prospects only fair for next year's crop; dealers say it is a little too early to tell extent of damage to winter wheat.—C. A. Houlton of Flanley Grain Co.

Pauline, Neb., Mar. 20.—Wheat in fine condition; plenty of moisture; farmers preparing ground for oats; oats seeding will commence next week; very few farmers will plant more oats than necessary for feed.—Elmer T. Jones, mgr. Pauline Grain & Supply Co.

### NORTH DAKOTA.

Pt. Emma sta. (Guelph p. o.), N. D., Apr. 6.—About 10% plowing done last fall; season 2 weeks late now and prospects not good for week yet; wheat acreage will be small; lots of corn and barley will be put in.—J. J. Wallace, agt. Northwestern Elvtr. Co.

### OHIO.

Columbus, O., Apr. 1.—Wheat condition 66%, barley 79%, rye 76%, corn in crib 86%, unhusked in field 12%, damage to unhusked in field 20%, compared with wheat 88%, barley 93%, rye 91%, corn in crib 96%, unhusked in field 8%, damage to unhusked in field 12% for last year. Wheat 5% lower than a month ago; seeding in state was generally late; plant made small growth at commencement of winter; early sown wheat in fair condition; was damaged by insufficient snow protection and alternate thawing and freezing past month; many acres will be plowed up and put to other crops; corn was in poor condition for cribbing account wet weather.—State Board of Agriculture.

### OKLAHOMA.

Custer, Okla., Apr. 3.—Wheat and oats looking good; corn planting has commenced.—Wheeler Grain Co.

Sentinel, Okla., Mar. 31.—Prospects fine for good crop of wheat and oats; have had 5 hours of good rain.—A. T. Jones.

Hunter, Okla., Mar. 27.—Prospects excellent for wheat crop at present.—Myron Vandenburg, mgr. Hunter Mill & Elvtr. Co.

Cherokee, Okla., Apr. 6.—Condition wheat good except for green bug and some fly.—M. R. Mansfield, of Hanna-Mansfield Grain Co.

Anadarko, Okla., Apr. 4.—Wheat looks good in this locality; about 30% corn is in ground and balance is prepared for planting.—Ray Green, of L. H. Powell & Co.

Fay, Okla., Apr. 4.—Crop prospects good in this locality; corn acreage will be as large or larger than in previous years; ground in good shape now for planting; wheat acreage about same as last year; looks good.—E. L. Campbell, agt. Wheeler Grain Co.



South Coffeyville, Okla., Apr. 7.—Wheat prospect 80%; acreage practically same as last year; oats being damaged by continued wet weather which condition is a drawback to the corn crop; none planted at this time; had snow today.—Jameson Elvtr. Co.

Oklahoma City, Okla., Apr. 1.—Winter wheat condition 87%, which is 6% below that of last month and 19% below condition on corresponding date last year; low growing condition caused principally by previous freezes and continued dry weather; soil thruout state needs moisture especially in wheat belt. Growing condition oats 75%; condition of soil 69%; estimated corn acreage will be 4,243,000 acres which is 4% greater than last year.—State Board of Agriculture.

Claremore, Okla., Mar. 27.—Present indications point to largest acreage of oats that has ever been planted in eastern Oklahoma; cold weather damaged much of wheat which was plowed up and went mostly to oats; excellent rains past few days have given oats a good start as well as reviving much of wheat which was looked upon as killed; conservative estimates indicate that 40 to 60% of wheat in immediate vicinity was killed account unseasonable weather.—Pittman & Harrison Co.

## TEXAS.

Bartlett, Tex., Apr. 3.—Grain crop nil locally; badly damaged thruout states account dry weather.—W. T. Cox.

## UTAH.

Salt Lake City, Utah, Mar. 27.—Prospects good for this year's crop; dealers say up to present time conditions could not be better; heavy snow fell early in winter in Idaho, Utah and western Colorado and have given winter wheat good protection.—C. A. Houlton of Flanley Grain Co., Omaha, Neb.

## Government Crop Report.

Washington, D. C., Apr. 7.—The Crop Reporting Board of the Board of Crop Estimates U. S. Dep't of Agriculture, estimates the average condition of winter wheat on Apr. 1 as 78.3%, against 88.8 last year, and an average of 87.3 for the last ten years.

The average condition of rye was 87.8%, compared with 89.5 last year, and an average of 89.9 for the last ten years.

Comparisons for winter wheat and rye states follow, condition figures representing per cent of normal:

## WINTER WHEAT.

	Condition.		10-yr. av.	Dec. 1 1915
	Apr. 1— 1916 per cent.	1915 per cent.		
N. Y. ....	91	86	89	91
N. J. ....	90	74	90	93
Pa. ....	87	78	88	93
Del. ....	82	83	91	89
Md. ....	83	81	90	88
Va. ....	90	85	91	91
W. Va. ....	86	86	89	91
N. C. ....	91	85	91	92
S. C. ....	87	84	88	92
Ga. ....	92	86	89	93
O. ....	66	87	83	85
Ind. ....	58	90	84	88
Ill. ....	57	90	86	84
Mich. ....	77	85	84	83
Wis. ....	86	90	89	92
Minn. ....	85	89	..	93
Ia. ....	75	94	90	90
Mo. ....	66	86	87	83
S. D. ....	89	97	..	95
Neb. ....	88	96	90	94
Kan. ....	80	89	86	85
Ky. ....	85	79	87	92
Tenn. ....	90	81	90	91
Ala. ....	89	85	90	94
Miss. ....	92	84	88	93
Tex. ....	62	89	83	90
Okla. ....	79	90	85	85
Ark. ....	84	89	89	92
Mont. ....	85	96	94	92
Wyo. ....	94	96	96	92
Colo. ....	85	92	94	91
N. M. ....	90	96	94	93
Ariz. ....	97	97	96	95
Utah ....	98	92	96	86
Nev. ....	97	95	99	78
Ida. ....	94	93	96	90
Wash. ....	85	95	94	83
Ore. ....	95	94	94	84
Cal. ....	92	95	88	85
U. S. ....	78.3	88.8	87.3	87.7

## RYE.

	Condition.		10-yr. av.	Dec. 1 1915
	Apr. 1— 1916 per cent.	1915 per cent.		
Vt. ....	96	94	94	95
Mass. ....	97	93	92	99
Conn. ....	96	91	95	95
N. Y. ....	94	86	90	94
N. J. ....	90	83	91	92
Penn. ....	89	82	90	93
Del. ....	87	85	91	90
Md. ....	86	80	90	90
Va. ....	90	86	91	93
W. Va. ....	89	78	90	93
N. C. ....	91	84	91	95
S. C. ....	87	88	89	94
Ga. ....	93	89	90	94
O. ....	74	91	86	88
Ind. ....	76	92	88	90
Ill. ....	83	93	90	89
Mich. ....	84	89	87	87
Wis. ....	90	93	91	93
Minn. ....	89	90	89	92
Ia. ....	86	95	94	94
Mo. ....	78	91	90	86
N. D. ....	86	87	84	85
S. D. ....	91	96	90	95
Neb. ....	93	100	92	96
Kan. ....	85	92	88	89
Ky. ....	90	82	88	95
Tenn. ....	89	82	88	94
Ala. ....	85	82	90	95
Tex. ....	70	90	80	81
Okla. ....	85	94	89	91
Ark. ....	89	89	88	93
Mont. ....	93	96	96	95
Wyo. ....	96	95	96	96
Colo. ....	85	93	91	94
Utah ....	98	95	97	89
Ida. ....	95	89	97	90
Wash. ....	92	100	96	88
Ore. ....	99	96	97	85
Cal. ....	99	98	92	91
U. S. ....	87.8	89.5	89.9	91.5

## A Large Loading Spout.

Sixty loading spouts similar to that shown in the engraving have been installed at the elevators of the Baltimore & Ohio Ry., at Locust Point, Baltimore, Md., and the Northern & Central Ry. is using 10 at its Baltimore elevator. The Chamber of Commerce of that city has also given the device its stamp of approval.

The spout is composed of three main sections, or sleeves, which envelop one another when not in service. The outside sleeve, or that nearest the house, is of 11 gauge steel, 17½ inches in diameter and 32 feet long; the intermediate section is of 12 gauge steel, 15¼ inches in diameter and 23½ feet long; and the inside section or sleeve, which extends into the hold of the ocean vessel, is of 12 gauge steel, 13 inches in diameter and 34 feet long. When extended the spout is 90 feet over all.

A band of ½"x3" steel is placed at the head and this band, together with a 12" iron band at the bottom of the intermediate section, are secured to the head with safety chains and an eye.

The spout is absolutely waterproof and is used for loading ocean vessels in the heaviest of rains. The sleeves are so constructed that when they begin to show wear they can be given a quarter turn, thus providing new life and practically a new sliding surface for the grain. While the spout telescopes, the groove in which the inner sleeve customarily slides has been eliminated, and that gutter for rain water avoided. The spout is operated by the outrigger or from the ship's derrick or crane. In the manufacture of this spout A. Wilford & Co., the makers, have discarded the method of riveting entirely, each section being securely welded.



Large Loading Spouts of Elevators at Baltimore, Md.



## War Affecting the Grain Trade.

WAR RISK insurance to Holland has risen in a few days from 1½ to 5 per cent.

THE GOVERNMENT OF RUSSIA is taking steps to organize exports of grain and establish a standard.

THE NORWEGIAN GOV'T has bot half a year's supply of corn from Argentina and is now selling the corn below cost.

THE NORWEGIAN STEAMER John Blumer, which left Baltimore on March 5, bound for Vaksdal, with a cargo of grain, has been taken into Kirkwall, Scotland, by a patrol vessel.

THE BRITISH BARK Bengairn, which left Seattle, Wash., on Dec. 10 with a cargo of wheat, has been reported sunk. Part of the crew was picked up. The vessel was not armed, it is said.

THE TOTAL NUMBER of British ships lost thru submarine attack to March 23 amounted to 728, while 190 neutral vessels suffered the same fate, according to an official London report.

THE MANCHESTER ENGINEER, a British steamer, which left Philadelphia Mar. 10 with a cargo of 111,893 bus. of wheat, was reported sunk by a German torpedo off Waterport in the English channel.

A CLAIM AGAINST ENGLAND for \$425,000 by Marshall Hall-Waggoner Grain Co., St. Louis, has practically been settled in London for that amount, the firm having refused an offer in full of \$250,000.

VESSELS TO ENGLISH PORTS will not take more than their full allotment of wheat, owing to better prices obtained for other freight, but where a full allotment is lacking, grain will be taken at a concession.

STOCKS OF CEREALS, especially wheat and barley, are plentiful in South Russia, most of it being in growers' hands, as there are no means of transporting from one place to another at present. There is no accumulation at river or sea ports; in fact, in large ports like Odessa and Nicolaieff, it is difficult to get enough for local consumption. The opening of the Black Sea would not increase exports very much on account of lack of transport facilities.

THE PURCHASE of 1,400,000 tons of cereals was recently made by the Austro-German Syndicate from the Roumanian Central Export Commission, which includes 1,000,000 tons of maize, 300,000 tons of wheat and 100,000 tons of barley and haricot beans, or all the cereals available for export after deduction of 40% for home consumption and 800,000 tons already sold to England. Delivery is to commence before the end of April and terminate at the end of September. The total value of the sale amounts to 360,600,000 francs.

CONTRACTS made for the purchase or sale of cereals in Italy at prices above those fixed by the decree of Jan. 8 have been canceled by the Italian Government. Local authorities will fix cereal and flour prices for sale to the public, and may forbid the sending away of wheat, even from province to province. Penalty for selling cereals above fixed prices is imprisonment and fine equal to 4 times the cost of the cereals sold, while the stock may be seized. Imported foreign wheat can also be seized. Rice is subject to the provisions of the decree and millers are now obliged to make all flour of a length not less than 85%; only bran may be removed from the wheat berry. Rice and maize flour can be mixed with wheaten flour in proportions to be fixed by the public health department.

THE VICTORIAN GOVERNMENT challenges the legality of the action of the Commonwealth Government of Australia in fixing the price of bread, and is inviting the co-operation of the other states for the repeal of this alleged invasion of state rights.

A SUIT to cover loss said to have been incurred by reason of alleged breach of charter party in the summer of 1914, for \$9,212.87, brot by Furness, Withy & Co. against Louis Muller Co., former exporters of Baltimore, was decided in the U. S. Court at Baltimore when the plaintiffs were awarded \$1,000 damages, which was satisfactory to the defendants, who rested their case mainly on the point that their obligation was absolved by the intervention of war.

SEIZURE by a British man-of-war in the neutral waters of the Pacific of the American sailing vessel Dirigo, bound for Sweden from Seattle, Wash., with a cargo of barley, has aroused the indignation of the vessel's owners, who urge that a vigorous protest to this action be made by the State Department. The ship and its cargo have been thrown into a prize court and British authorities seek to have both condemned on the ground that the cargo was conditional contraband ultimately destined for Germany.

BRITISH SHIPS sailing from the United States ports are in exactly the same position, so far as commandeering of grain by England is concerned, as are British ships sailing from Canadian ports, according to a letter received from Sir George E. Foster, minister of trade and commerce, by W. G. Ross, pres. of the Montreal harbor commissioners. The letter further stated that "no necessity will arise during the current shipping season for the Canadian government again commandeering Canadian grain for war purposes, inasmuch as by its action in November last the desired reserve for immediate use was secured."

WHEAT RESERVES in Holland are practically exhausted, and the government intends to buy 100,000 tons in America in addition to the normal 60,000 tons monthly in order to form the needed reserves. Several Dutch ships have been requisitioned under the new ship law to bring these supplies from America. A contract for the transportation of cereals has been signed between the government of Holland and shipping interests of Argentina, the cereals to be carried from Argentina and the United States. A maximum of 15,000 tons a month is provided for. The rates will be 50% lower than those now in force.

VESSELS are not allowed to leave Australia unless licensed by the government. It is believed this will increase the tonnage for grain.

## Government.

The people are beginning to recognize that government by predatory politicians is anything but desirable, as witness the following:

Political Boss—I can land you a job payin' three thousand a year—two to you and one to me.

Worker—And do I have an assistant who does all the work?

Boss—Sure; and we split half of his salary between us.—Philadelphia Bulletin.

When all grain is weighed and inspected by grafters who are interested only in what they can get out of their positions grain growers and dealers will recognize the folly of looking to government for improved service.

## J. F. Collins of Denver.

J. Fred Collins, pres. and gen. mgr. of J. D. Best & Co., Denver, Colo., was elected pres. of the Denver Grain Exchange at the annual meeting held Mar. 6. Mr. Collins is one of the junior members of the exchange, but has been connected with the Denver grain trade for the last 10 years. He has taken an active



J. E. Collins, Denver, Colo.

interest in the Exchange since its formation and is one of its charter members.

The duties of president are shouldered by Mr. Collins at a time when the prospects for the future of the Denver grain trade is bright. A committee has been appointed to seek a readjustment of freight rates from Denver, and if this is obtained the Galveston gateway for exports will be thrown open to Colorado grain. The report of the Denver Grain Exchange for the 11 months ended Mar. 1 reveal an increase of 25% in the volume of grain handled, compared with the full 12 months ended Feb. 28, 1915. During the 11 months, 5,548 cars of grain, valued at nearly \$7,000,000, were received.

Under the able leadership of Mr. Collins for the next year the exchange expects to hear even a better report at its 1917 meeting, and those who know Mr. Collins personally feel that the exchange members will not be disappointed.

THE GREAT WESTERN CEREAL Co. receivers brot suit Apr. 6 against Joy Morton and former directors of the company to recover \$300,000 alleged to have been illegally paid out in commission, dividends on the preferred stock and salaries.

SPAIN'S IMPORTS of wheat during January, 1916, amounted to 45,443 metric tons of 2,204.6 pounds each, all of which came from the United States; 28,912 tons of this wheat were unloaded at the port of Barcelona, the remaining 16,531 tons being divided among Valencia, Seville, and Malaga. The largest shipment was from Portland and amounted to 6,543 tons, and the second largest 5,806 tons, came from Galveston. Corn imports during the same period amounted to 12,273 tons, all of which was of South American origin, 11,226 tons being discharged at Barcelona.



## Avoiding Loss in Contracts With Farmers.

The approach of seeding time each year brings to the offices of some country grain dealers a number of patrons seeking to purchase seed on credit, promising to pay for it at harvest time. Immediately after planting the dealer who was willing to supply the seed on that basis is often solicited for a cash advance, with the promise that this would assure him of handling the farmer's grain in the fall. The good-natured dealer realizes that the grower is in need of cash, and seeing a possibility of increasing the year's business, he advances the money, generally without interest and often without a promissory note.

Sometime the arrangement goes thru without a hitch; the farmer delivers his grain to the elevator after harvest, the dealer deducts the amount due him for seed and cash advanced, and both parties to the transaction are happy, overlooking the wrath of the local banker who has been robbed of an opportunity to make a loan.

But often the transaction does not turn out as expected. Either the farmer hauls his grain to another elevator, where he has been led to believe higher prices prevail, or he is disgruntled over the small amount which will remain to his credit after his debt is deducted.

Efforts are constantly being made to reduce to a minimum the hazard of loaning money to farmers, and the subject has frequently been up for discussions at association meetings. The dealer who has once been caught by a dishonest farmer generally refuses outright to advance either seed or money on any pretense whatsoever, and he loudly denounces that method of doing business. Other dealers report big advances annually without a single loss of either money or business. In addition they have found it profitable to buy most of their grain on contract, encouraging the grower in demanding part of the proceeds of his sale at the time contract is made.

The secret of their success lies in the fact that they make a binding agreement, or contract, with the grower before he is given the money or its equivalent in trade. Should this agreement be violated several months later, the dealer armed with a duplicate of the contract, is in a position to enforce its fulfillment in court if necessary.

Just what must be covered in this contract is not always clear to the dealer, and many suppose that a lengthy paper, filled with legal terms, is essential. But the short, easily understood paper, in the form of an order blank rather than bearing the savor of a legal instrument, is just as binding as any which could be conceived, providing of course it is so worded as to cover the whole transaction, including subsequent deliveries of grain or advances of money.

To make this protection for the country shipper even simpler several varieties of this brief contract have been printed, with the original sheets so perforated as to be quickly detached for the grower. One of the most convenient of these is bound in book form and provides in text both a binding agreement for the delivery at the elevator of a certain quantity and grade of grain, on or before a specified date, and a receipt for the money advanced on the contract. Should the farmer deliver grain in the fall inferior to that called for by the contract, it is accepted only at the market difference at

which such grain is selling under the contracted grade on the day of delivery.

The reverse side of the blank is divided into columns for recording subsequent grain deliveries under the agreement. As the farmer delivers grain and presents his original contract for revision, a similar entry is made on the correspondingly numbered duplicate in the dealer's contract book. When the figures on the reverse side of both original and duplicate show that the amount of grain specified has been delivered the transaction is completed.

Thru the use of such protection the dealer is able to assist those farmer patrons who are in need of cash, without the likelihood of losing everything he advances. Not only is he reasonably certain that he will receive his money, but he can by specifying a rate of interest on the face of the agreement, get back what he must pay his banker for the money. If the dealer wanted to borrow money he would have a hard time obtaining a loan without interest; why then should he permit the farmers to use his money for a whole season and receive nothing for the service? The charging of interest should be more general among the elevator operators, and with the addition to the dealer's system of a book such as that described, it can be easily collected without injuring the sensitive feelings of his patrons.

THE JAPANESE STEAMSHIP *Hokoku Maru*, which left Portland, Ore., Nov. 8 with a cargo of wheat for the United Kingdom, has not been heard of and is given up as lost.

THE BEST COLLECTION of hay samples ever shown at a convention is the aim for this year's meeting of the National Hay Ass'n at Cedar Point, O., July 11-13. Inspectors everywhere are requested to send as many samples as they can, weighing about 5 lbs. each, to J. V. Taylor, sec'y, Hotel Breakers, Cedar Point, O., not later than June 25.

## Burma's Rice Industry.

The rice crop of Upper and Lower Burma corresponds in importance to wheat or corn in the United States. It comprises the principal food of the Burmese, Karens and Shans, but regardless of the big local consumption Burma is able to export annually over 2,000,000 tons. The agricultural season of Burma extends from May until November, the wet period of the southwest monsoon. The rice crop in the low lands thrives on this moisture, and in those sections which are hot and dry during the agricultural season the natives have taken up irrigation, especially during the first few months of the year.

Where the hot season crop is grown oxen are used in plowing the light, dry soil, while in the heavy, marshy tracts the buffalo is the beast of burden. The Burmese laborer is indolent and the arduous work of the rice plantations has never appealed to him. For that reason the Karens and Shans of the plains are producing the best crops.

As it is necessary to transplant rice, besides sowing and irrigating, much more labor is spent in producing a crop of rice than with any of the grains grown in the United States. In addition to this work however, the people of the up-country in Burma are confronted with the problem of transporting their surplus rice to the coast. That part of the crop not needed locally is first bagged and then carried by the natives on board river sailing boats or barges, as shown in the engraving reproduced from the Canadian *Miller and Cerealist*, for movement down the Irrawaddy to the coast. Here it is rehandled in a similar manner, and loaded either into a warehouse or into the hold of an ocean going vessel.

THE ROUMANIAN NATIONAL BANK report shows that 10,000,000 lei or about \$1,945,000 has been assigned by the State for the erection of elvtrs.



Natives Loading Sacked Rice on River Barges in Burma.



## Lagged Head Pulleys

### Pitch Strut Boards to Both Legs.

*Grain Dealers Journal:* There should not and will not be any spill over if the speed of the elevator is right and the throat made right. The proper way is to put this hopperin<sup>g</sup> underhead pulley in at 45 degrees, and to both legs. If hopped to the down leg, the motion of the pulley is inclined to hold the dust on the hopping and let it build up to the bottom of pulley. All that I use elevator head casing for is to keep the dust in and to attach the distributing spout to. It takes enough power to get the grain up once, and there is no advantage having it go down the back leg instead of into the spout, to take it to the car or bin, and have to re-elevate it. Any competent elevator builder can place these hopper boards at 45 degrees and to each leg, then no dust will accumulate.—Yours truly, J. W. Stroup, mgr. Decatur Const. Co., Decatur, Ill.

### Large Pulleys Do Not Need Lagging.

*Grain Dealers Journal:* I have never endorsed "lagged head pulleys" as it indicates the original idea was crude and the elevator head was not properly designed. It is generally a makeshift to avoid the expense of the proper pulley. It is as ancient as the locomotive with cog wheels to keep it from slipping on the rails, and is in line with the elevator head with a piece of rubber belt in the path of buckets at discharge to prevent slopping. Hopping under elevator heads. The insurance companies are clearly right in taking care of any stray particles which for any reason do not discharge properly and fall under the head pulley. It should go to the down leg, where it is much better taken care of than in the up leg. A well designed elevator head is decidedly worth while, which many fires have proved.—Yours truly, Grant M. Sloan, Havana, Ill.

### No Experienced Builder Will Divert Spillover to Down Leg.

*Grain Dealers Journal:* I am interested to note the article of Mr. G. A. Van Dyke on page 461 of your Mar. 25th, 1916, number, relative to hopping the heads of elevator legs to carry the scattered grain to the down or back leg instead of the front or up leg.

Any elevator operator who has had actual working experience will at once admit the force of Mr. Van Dyke's argument.

It is impractical even to slant the hopper or strut to the down leg even in case of a chain cup belt as the grain must continuously fall down this back leg and wear holes through the sides of it in one good running season, in case of a belt cup leg the falling grain is an immediate menace to the elevator boot and pulley and belt and the cause of friction.

I fully believe that any insurance company requiring the gathering board to slope to the rear or down leg has simply reversed the intention of their instructions, at least none of the experienced elevator builders or users would comply with such a suggestion.—Yours truly, B. P. St. John, Worthington, Minn.

### Lagged Pulleys Best; Divides Spill Between Legs.

*Grain Dealers Journal:* The schedule of fire insurance rates, placing the rubber lagged cast iron head pulleys in the same class with wooden head pulleys is very unjust.

Rubber covered head pulleys, commonly called lagged pulleys, are considered by grain elevator engineers to be the most modern practice, and the covering is put on the pulleys for the definite purpose of reducing the slip to a minimum. An iron head pulley slipping under a rubber belt will create a spark that is liable to ignite the dust in the elevator head. Besides, when a belt is slipping on the head pulley, the belt is liable to run to one side or the other and rub against the casing, whereas if the pulley is lagged, it is more liable to run true.

As to comparing an iron, rubber covered or lagged head pulley with a wooden pulley, will say that we think they are not in the same class at all. A wooden pulley is liable to become loose on a shaft. As a matter of fact they are oftener loose than tight, and slip along on the head shaft and rub against the sides of the casing, whereas an iron pulley is firmly keyed and stays in its proper place.

Regarding the construction of an elevator head with a view to deflecting the spilled grain, if any, we have this suggestion to offer, and it is one that we have used in our practice for a number of years—that of building the deflector in the elevator head, commonly called the strut board, in such a way that it will deflect the spilled grain to both legs.

The sketch herewith of a detail of this type of head pulley shows that the only place where a head pulley could rub would be at the apex of the deflector. We contend that no dust can accumulate at this point from the fact that the air current created by the revolutions of the head pulley will keep it clean.

We think the use of rubber covered

head pulleys should be encouraged rather than discouraged, and we believe that if a careful analysis of this subject is made it will be found we are correct.—Yours truly, Burrell Engineering & Construction Co., J. C. Burrell, Vice-Pres., Chicago, Ill.

### Diverting Spillover to Down Leg is Less Hazardous.

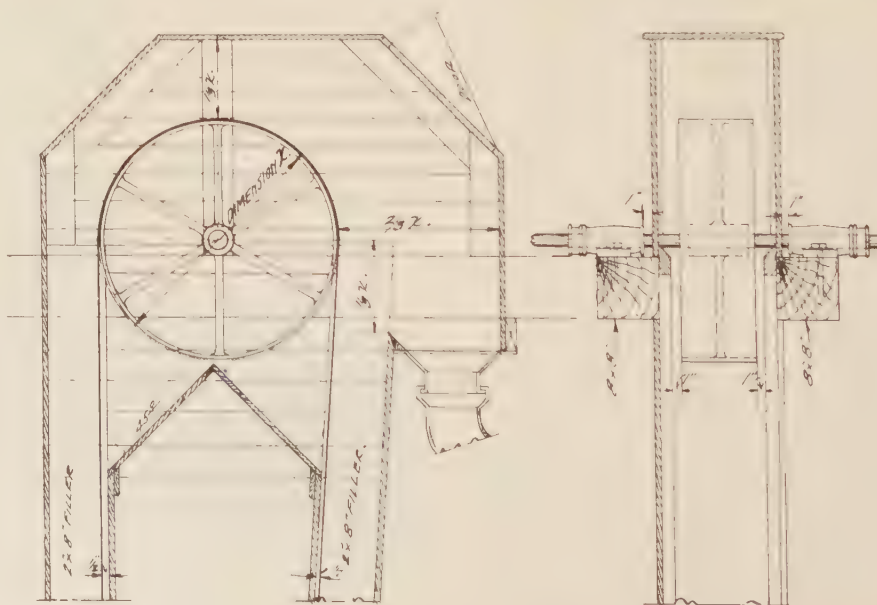
*Grain Dealers Journals* I can see no reason for placing iron pulleys lagged with belt or rubber belting in the same class with wooden pulleys.

However, we can see where the insurance company has an argument in the matter of making the drain or spillover from the elevator heads deliver to the down legs. When the spillover is hopped to the up leg there is a constant tendency for dirt and grain to back up and choke under the head pulley, thereby causing a fire. It being hopped to the front leg or the up leg where the belt is going up and the overspill is going down, the belt has a tendency to hold light material in the hopper. Not only is it because the belt is going in the opposite direction to which the grain would be running in that case, but there is always a suction of air going up the leg with the cups and in this way all light stuff is retarded from dropping.

On the other hand, if the overflow or spillover is hopped to the down leg the belt is going in the same direction as the grain which spills over and therefore clears away from under the head pulley any light material that may happen to lodge on the strut board.

As the back leg or down leg in a country elevator or line house is not perpendicular but slants in to the boot pulley, there is little chance for grain to get beneath the belt and boot pulley and if it did it would not affect the running of the elevator in any way because the boot pulley merely acts as a tightening pulley.

From an insurance standpoint we can see that the fire hazard is greatly in-



Always Constructs Strut Boards to Deflect Spilled Grain to Both Legs.



## Proper Construction of Strut Board

creased by the fact of the overspill being hopped to the up leg instead of the down leg.—Yours truly, T. E. Ibberson, by E. E. Ibberson, Minneapolis, Minn.

### Suggests Non-Inflammable Lagging and Diverting Spout for Spillover.

*Grain Dealers Journal:* Regarding the ruling placed by the insurance companies against iron lagged pulleys, the question of equipping the head pulleys to prevent slippage, has of course always presented a serious problem to the elevator operator and it would seem that, up to the present time, at least, no equipment has proven more satisfactory or better fitted for the task than lagged pulleys.

Whether or no the lagged pulley presents a greater fire risk than the unlagged or plain surface pulley, we would hardly feel competent to decide. It would seem to us, however, that the pulley, lagged with some non-inflammable material, should not be considered as any additional hazard over the plain faced pulley.

Investigation might bring forth some character of lagging that has been prepared with fire-proof treatment and which might eliminate the objections which the insurance companies have presented.

Regarding the spill-over from elevator heads, it would, of course, be most undesirable to have this diverted so that it would land between the belt and the pulley and pulley would be increased materially in the boot of the elevator, as such an equipment would no doubt offer many objections. The belt would probably be caused to sway, the friction between the belt and pulley would seem, dangerously. Furthermore, we also believe that the life of the belt would be shortened perceptibly, due to the additional grinding effect upon the inner, or wearing surface of the belt.

It would appear possible to divert this spill thru an auxiliary or secondary spout of some type, rather than loosely down thru the leg.—Yours truly, W. H. Salisbury & Company, Inc., R. H. Geier, Sec., Chicago, Ill.

### Favors Lagged Pulleys and Strut Boards to Up-Legs.

*Grain Dealers Journal:* We know certain restrictions which mutual fire insurance companies have placed on certain elevator equipment and other things in the building to reduce the fire hazard. We have never used an iron lagged pulley. We sometimes cover iron head pulleys with belt to prevent slippage, but this is really a precaution against fire, rather than a fire hazard. Wooden pulleys in the head were condemned years ago. It is barely possible that in order to use an old pulley, it was lagged with wood, but there are no such pulleys listed by manufacturers.

As to the spill-board in elevator heads, the insurance companies rule this must be placed so as to carry scattered grain to the down leg. We have never yet erected an elevator leg that way. The spill-board should carry the grain to the "UP" leg. If it is carried to the "DOWN" leg, the grain will fall between the pulley and the belt, causing friction and slippage. We believe it is a mistake to carry grain to the down leg.

If the insurance companies would make it a rule to refuse to carry insurance on a poorly constructed elevator, or what the writer terms an imitation elevator, patterned after buildings which were erected years ago, when the only motive power was a blind horse, they would be doing something really worth while. Most of the fires occur from the inside, usually from over heated bearings, and wooden head pulleys, or a wooden shaft bearing. We have known of fires starting from a heated box several hours after the elevator had been closed. The heated bearing is usually caused by the settling of the elevator, the shafting getting out of alignment due to a weak foundation, or a foundation so placed that it does not support the different weights at certain points. Building in such a way that there is no opportunity for cleaning the dust from the basement, or making the floors close to the ground with no light or ventilation is a mistake. Cotton belts, or cheap rubber belting should be barred.—

Yours truly, J. F. Younglove, Sioux City, Ia.

### Favors Lagging and Diversion to Down Leg.

*Grain Dealers Journal:* We believe that running the shaft through the bin in a gas pipe properly supported is one of the best ways there is to drive machinery from the outside.

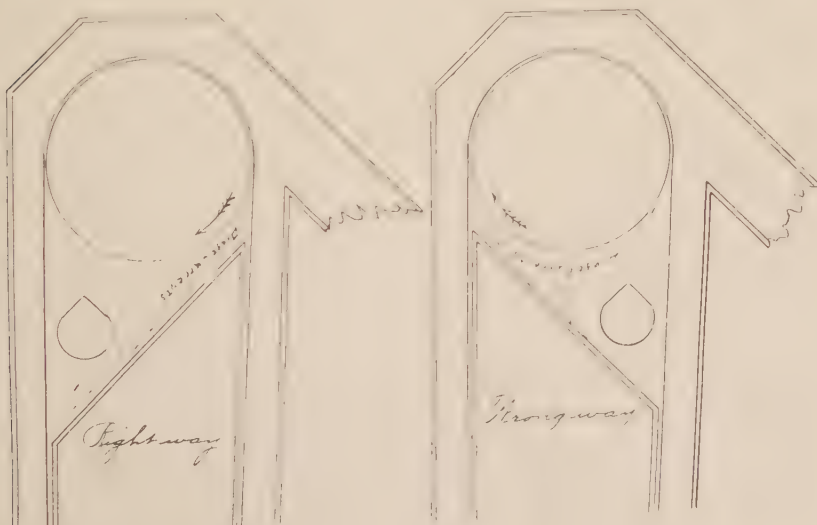
In regard to iron pulleys with wood lagging, unless the wood lagging extends over the edge of the pulleys, we can figure no reason on earth where there would be any objections to it. The insurance inspectors have always kicked on wood pulleys because they were liable to slip on the shaft and create friction enough to start a fire, but not on account of the outside. A wood pulley, in our estimation, makes the best friction surface for belt there is and we believe from a fire standpoint, would be as safe as a rubber-lagged pulley.

Since reading Mr. Thos. E. Hall's article on page 467 of the Journal for March 25, would say that we understood that the insurance companies objected only to wood-lagged head pulleys, but since reading this article we believe they mean any kind of lagging. In this connection we wish to relate a little experience of ours.

During the last summer we erected an elevator with a 74-ft. lift, using a 48-in. head pulley, rubber covered. Through an accident, they ran a heavy casting into the boot. Instead of the head pulley slipping and setting fire to the house, it tore the gears completely out. We were using on this a heavy 10x5-in. rubber cup belt. This cup belt was torn for over 2 feet and would have, undoubtedly, been torn in two had the gears not given way without any sign of slipping on the head pulley.

In regard to strut boards in the elevator head. We believe a good share of this is foolishness, as it does not make any particular difference, if there is enough slant, whether they run with the up leg or the down leg and we do not believe you can find a particle of dust or dirt on any strut board where the degree of slant is over 45 degrees if it is made of good, smooth lumber or lined with iron, and we believe the insurance companies should specify the degree of slant instead of trying to specify whether it should run to the up or down leg.

In regard to strut boards in elevator heads, we believe the insurance companies are entirely wrong in their contention. Herewith is a little tracing, showing our views in regard to the proper way to construct strut board of elevator head. If you slant a strut board toward the back leg and the dust settles on it, the head pulley has a tendency to keep it up against the board if at any time the dust should fill up to the head pulley. The dust settles on the board and the pulley acts in the same manner as if there was a wooden brake on the head pulley, the dust packing tighter under the head pulley all the time. On the other hand, if it is slanted downward toward the front leg, the motion of the head pulley together with any air in motion caused by the pulley turning, has a tendency to blow it



Right Construction of Strut Board

Wrong Way.



down.—Yours truly, White Star Company, A. C. Rynders, Wichita, Kan.

### Lagged Pulleys Best Practice.

*Grain Dealers Journal:* We cannot see why a lagged iron pulley should be placed in the same class as wooden pulleys unless it is lagged with wood, in which case it would be practically the same as a wood pulley in so far as the friction between pulley and belt. However it is considered the very best practice to use rubber lagged head pulleys where a high lift is required.

In regard to the strut board it has been our practice to build them in the opposite manner to that specified by the insurance companies, that is, for the strut board to pitch toward the up leg. We have found this necessary because if it is pitched toward the down leg, the spill grain runs between the belt and the pulley, and in case of flax, balls and cakes are formed on the boot pulley. While if the grain is diverted to the up leg whatever grain falls between the belt and pulley will be thrown off by the revolution of pulley.—Yours truly, D. F. Hoag & Co., by C. E. Forest, Minneapolis, Minn.

### Objects to New Schedule.

*Grain Dealers Journal:* A lagged metal pulley is much safer, in my opinion, than one which is not lagged, providing the pulley is properly installed and the lagging does not project over the edges of the pulley. With such a pulley the chance of friction is much less than with a pulley which is not lagged, as the loaded belt has less chance to slip. The chief danger of wood pulleys causing friction is from turning on the shaft.

The Mutual Fire Prevention Bureau, which apparently recommends a plain steel pulley, also thinks grain, spilled from buckets passing over the head pulley, should be diverted by the strut board into the down leg. This can be done with small grain, because if the speed of the buckets is carefully regulated according to the size of the pulley, and the hopper is properly built, very little grain will be spilled. Not enough will be dropped to force the belt to one side and cause friction. The danger, however, is greatest at corn stations when shucks often fill the space between the strut board and head pulley until they are forced down the back leg. Later the shucks become wedged between the belt and leg casing, and when the mass reaches the boot pulley friction is sure to follow. These shucks can not be carried off by a spout. It is not necessary for the Insurance Bureau to make all of these demands on the elevator companies. Some of their suggestions are all right, but their recent demands are wrong as they will not help reduce the fire hazards.

Elevators being built now are of a much better type than the houses built years ago. They are more substantial, more fire resistant and contain a better class of transmission machinery. I find much trouble is caused by the elevator help. The employees, after relieving a choke, will suppose the belt has been loosened and lower the boot pulley. But both sides of the boot pulley are not always lowered exactly the same, which quickly causes the belt to run to one side. Another great evil, and one which causes much friction and sparks, is lack of oiling.—G. L. Godfrey, Enid, Okla.

### Lagging Properly Applied Best.

*Grain Dealers Journal:* I have read Thos. E. Hall's article in the March 25th number of the Journal. There can be no objection to a "lagged" iron pulley if it be done with good leather properly shrunk on and well riveted. But, in my judgment, the lagging is frequently put on by inexperienced men using old rubber belting or other worthless material which they happen to have on hand, and in such case I think the insurance companies are justified in making such ruling.

It has always been my practice to hopper elevator heads to the up leg. Many builders make trunking too small and run the cup belt too close to the back board. In that case it is best to hopper to the down leg, altho this is bad on the belt and boot pulley, because the overflow will run between the belt and pulley. Where the trunking is sufficiently large, allowing plenty of room between the belt and back trunking board, it is far better to hopper to the up leg. In this case no grain can fall between the belt and pulley, nor between the cups and belt. This last is the worst objection I have to hopping to the down leg as the grain and trash falling between the belt and buckets have a tendency to cause the belt heads to pull through the belt. My rule is to furnish head and boot pulleys of iron with crown face instead of flat face. Belt wider than length of bucket. Large, roomy trunking—at least four inches larger than the bucket each way. Back trunking to clear the belt at least an inch. Provide large hand holes or door openings in both sides above the strut board. This board should be six inches or more below the pulley. Key the pulley to the shaft; do not depend on set-screws.

Insurance companies are correct in condemning wood pulleys for elevator heads. I think they should exclude them entirely from grain elevators, unless they require larger shafting than is generally used and steel or cast iron bushings.

So much depends on the details of construction, and so many builders, and even elevator engineers, sometimes get very careless in this respect, that one can hardly blame the insurance companies for making rules covering the general practice.—Yours truly, Wm. W. Lockwood, Winfield, Kan.

### Favors Lagged Pulleys.

*Grain Dealers Journal:* About twenty years ago some pulleys were made with a cast hub and spokes, but the rim was built on them of wood just as the rim or face is now built on the wood pulleys. If there is still some of them in use I agree they should be in the same class as a wood pulley. As to the lagged pulley or the one with the face covered with belting, I can not agree that this style of pulley should be classed or rated the same as a wood pulley. I have had twenty years of elevator building experience, and I have never yet heard of a case where one of this kind of lagged pulleys was the cause of a fire, in fact the old line elevator companies will pay us a premium on them if we will use them, and I would consider these people about as good authority as one can find, for they make a study of the fire hazards.

The strut board, as it is commonly called, is that part of the elevator head which is built between the two legs and is directly under the head pulley, the purpose of which is to catch that portion of the grain that rolls out of the elevator buckets as they pass over the top of the

head pulley. This board should always be built to carry the overflow grain into the up or front leg. By doing this you won't have what we call back legging. For the benefit of some who are afraid of the friction caused by trash accumulating on the strut boards, I will say, start the top of the strut board about six inches below the bottom of the head pulley, use good surface lumber, and run the floor down on at least one-half pitch till you hit the up or front leg; after you have got the floor laid any kind of matched lumber will make the sides. When you have got the sides on, on the opposite side from which the chain or rope runs, make a hand-hole. This should be about four inches in diameter, or large enough for a person to get his hand and arm in; make a cover for this hole such as we use on mill spouts, and by opening this hole and cleaning out the accumulated trash two or three times a year one never need worry about the strut board. By keeping this place cleaned out it will save having a little corn that comes from no one knows where dribble into a car of wheat.

—I. J. Herring, Hastings, Nebr.

### Hoppers to Down Leg Without Prejudice.

*Grain Dealers Journal:* As to the iron lagging on wooden pulleys, the insurance companies were fully justified in their discrimination. To say the best for wooden pulleys, they are only a makeshift with the idea of cheapening things. Some of the people who are so bitterly opposed to the advance in insurance rates would use wooden shafting if somebody would make it for them. To make a long story short—to a man who has been advocating good work and good equipment for a life time, these things do not sound good.

As to the strut boards in elevator heads, the writer has been hopping this to the down leg for more than thirty years. You will also notice that all of the late steel legs are hopped both ways, and I think that any difference there might be in favor of one or the other, would be merely hair-splitting. While there is an objection in hopping to the down leg, yet in the opposite, any grain pouring down the front leg in the opposite direction to which the belt travels, would cause considerable friction, thereby requiring more power and wearing out the belt.—Very truly, Frank Kaucher & Son, St. Joseph, Mo.

### New Rule at New Orleans Limiting Re-inspection.

The new rule of the New Orleans Board of Trade granting the request of shippers that receivers be limited to 48 hours in which to call for re-inspection as revised went into effect Mar. 15 and reads as follows:

**Rule No. 10.** When re-inspection is desired, the request for, and the re-inspection must be made within 48 hours from the time the first or original inspection was made, (date of inspection not to count) excepting in cases where, because of overloading of cars, or other physical difficulties, the inspector had not been able to secure proper sample of the grain. Or where evidence of plugging is shown, or where grain has been damaged after inspection, by leaky roof, or other defects in the car.

In case the shipper desires re-inspection on any grain misgrading, it shall be his duty to so advise the buyer prior to the arrival of the grain at destination. Otherwise, it shall not be incumbent on the buyer to give special notice of misgrading.



## A Home-Made Conditioner.

BY TRAVELER.

More money was lost by country elevator men in their vain attempts to handle the 1915 crop without proper facilities, than in the handling of any previous crop. Hundreds of elevator men filled their bins with damp oats, confident that after the grain had gone thru the sweat, they could roll the blanket or crust from the top and shovel out the balance as bright, clean oats, but they were mistaken. The oats contained so much moisture that they caked, got red hot and burned up. The black chunk of hot oats taken from an elevator at Piper City, Ill., and illustrated in the Feb. 10th Journal, is only a fair sample of the experience of many other country elevator men who were ambitious to handle damp oats. The elevator helpers of many sections who attempted to cut the crusted mass of oats out of the bins were made so sick as to be confined to their beds for several days. The experience was such an expensive one to many dealers that they could not be induced again to put damp oats into their bins, unless they have provided in advance a first class drier or conditioner.

Thinking that Journal readers might be interested in more of the details of the home-made conditioner which I described on page 468 of the Journal for Mar. 25th, I have made an effort to give a more complete description of this converted bleacher tower, for in reality it was built for the purpose of bleaching oats, not for conditioning them. By shutting off the fan it can still be used for purifying oats.

The wheat crop of many sections was

delivered at the elevator almost as damp as the oats, and the corn in the northern section of the corn belt was simply so damp that much of it was never taken from the fields. Many elevators would have realized ten times the cost of a first class drier, had they been equipped to handle damp oats, wheat and corn. Some corn marketed in northern Indiana and northern Ohio contained nearly 50% moisture, and many samples ranged from 30% to 40%.

Country elevator men who feared to handle grain containing so much water, because of their lack of facilities for properly caring for it, were virtually put out of business, unless they were willing to take the wild chances on the grain getting red hot. In some terminal markets, the railroads refused to transfer corn containing more than 25% moisture, because it would not run and therefore required much more time to get it into and out of the elevator. Altho the shippers paid freight on this enormous amount of water, after they got it to market they were unable to get anything for it, and the buyers docked the corn for the water it contained.

The conditioner told of in the last number of the Journal was so simple of construction that it could be duplicated at small cost in almost any country elevator. The bleacher tower was something like an air-tight bin about 4x4 ft., running up outside the walls of the elevator. About every 4 feet a 2 ft. shelf, inclined down at an angle of about 45°, was pitched toward the middle of the tower, so that grain falling from a spout above would strike the first shelf and be scattered across the tower to the other wall, falling upon a shelf attached to the opposite wall and slanting towards the first wall. These alternating shelves keep the grain bouncing back and forth from one side to the other, until it reaches the bottom and is spouted to the conveyor. The grain falling from shelf to shelf is so broken that it is easy to get air around every grain as it drops down. By means of a little fan attached to the top of the tower, not only was a large volume of air drawn up thru the grain, but much dust and chaff was also drawn out of the grain, thus reducing the moisture in the grain and diminishing the chances of its heating when it gets into the bin.

I have seen many home-made attempts to prevent grain heating, by use of a fan, but this plan gets better action on all the grain and insures more uniform results than any of the home-made devices.

Several years ago we published an illustrated description of C. F. Dryer's plan for drying grain in the bin. He simply spouted wind into the bin, releasing it from the pipes under an inverted V-shaped trough. His plan was copied by several elevator men with very satisfactory results, but his plan did not contemplate the removal of any dust or dirt, and the moisture reduction was small as compared with the results attained by this converted bleacher tower. Build one up the end of your elevator, just high enough so you can spout direct from your elevator head, and you will be well satisfied, even though you are not able to take the entire crop away from your competitor.

WE CONSIDER the Grain Dealers Journal valuable in many ways.—Manlius Grain & Coal Co., Manlius, Ill.

ACCEPT THANKS for the help that the Grain Dealers Journal is to us.—W. W. McClellan, mgr. Calista Grain & Mercantile Co., Calista, Kan.

## E. G. Long With Rumsey & Co.

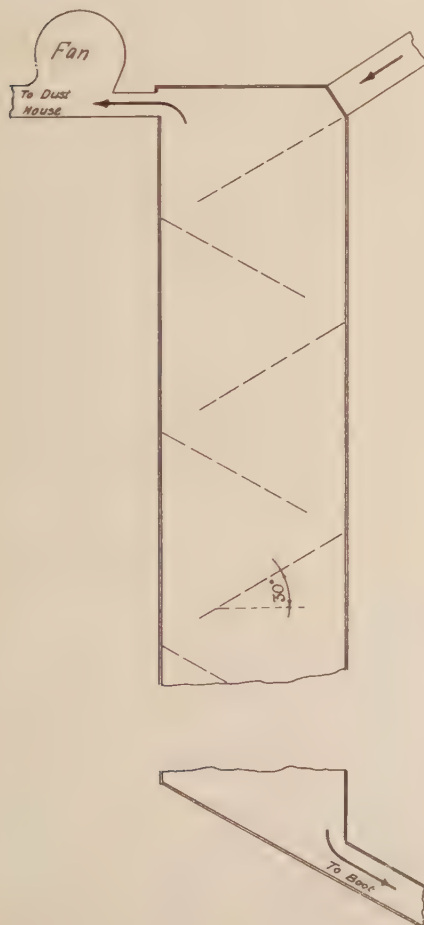
E. G. Long, formerly manager of the Farmers Elevator Co., Lytton, Ia., has been added to the staff of traveling representatives of Rumsey & Co., Chicago. He will cover the territory formerly allotted to A. L. Cox, whose death occurred some ten weeks ago.

Mr. Long will make his headquarters at Marshalltown, Ia., this enabling him to keep in close touch with his trade. Tho young in years, he has acquired a valuable knowledge of the grain business and has a host of friends among the shippers of his state. A recent portrait of Mr. Long is reproduced herewith.

STRIPE RUST, a fungus closely related to the stem rust, which has often taken big tolls from American wheat bins, is a wheat plant disease common in Europe but never known in the United States until last year, and so far as careful observation has thus shown, is confined to the Pacific coast and tributary inter-mountain states. It has been reported as being very abundant in certain of the wheat-producing valleys of Montana, and was particularly marked as an epidemic in certain parts of Oregon, Washington and Idaho. It is a well known fact, however, that thousands of carloads of wheat from Montana and the Pacific coast were shipped during the fall and early winter to mid-western points, and if some of this was bot for seed there is danger of the spread of this disease to the Mississippi Valley, but its appearance there may be delayed if the farmers avoid planting wheat known to have been grown west of the 106th meridian, a line passing thru eastern Montana. In the western territories where it occurred, the damage done by stripe rust was not great because of the dry climate, but in a humid climate it might do more damage. It does not confine its ravages to wheat alone, but is known to occur on barley, rye, emmer and certain wild grasses. Unlike the stem rust, it has no known secondary host, and is probably propagated solely by means of its summer or uredo spores.



E. G. Long, Marshalltown, Ia.



Bleacher Tower Converted into Conditioner.



## Seeds

THE GRISWOLD SEED Co. of Lincoln, Neb., which recently went into bankruptcy, has been reorganized as the Griswold Seed & Nursery Co.

SEED SUPPLIES can now come forward to New England points, as the Pennsylvania and New Haven Rys. have lifted their embargoes by special order.

BONDED WAREHOUSES where imported grains and seeds may be stored and cleaned for exportation are urged in a bill introduced by Rep. Hayden of Arizona.—P.

KAFIR CORN, feterita and milo maize will have a decrease in acreage in Oklahoma this year as compared with last year of 13%, 30% and 27%, respectively.—F. M. Gault, Pres. Oklahoma State Board of Agriculture.

THE NEBRASKA SEED Co., of Omaha, has purchased a tract of land adjoining the city, which it will use as a trial ground. Every batch of seeds will receive an actual test of these grounds before being sold.

THE A. A. BERRY SEED Co., of Clarinda, Ia., has completed plans for the erection of a reinforced concrete building 40x150 feet, to be located east of the present office building. Construction will start as soon as the present season is over.

A WAREHOUSE for storing seed corn is planned by W. T. Ainsworth & Sons of Mason City, Ia., to be built on a site bot for that purpose recently. The building will be a 5-story structure, and will be used in addition to their present quarters.

EDWARD J. SHEAP, vice pres. of S. M. Isbell & Co., Jackson, Mich., died Mar. 24. He had been actively connected with S. M. Isbell Co. for 17 years, having first come to Jackson to take charge of the seed department of the company. The deceased was 53 years old and leaves a widow, Anna M., and two sons, J. Vernon and Alton V.

SEED PRODUCTION in Illinois during 1915 shows 101,622 bus. timothy, compared with 57,405 in 1914; 40,300 bus. clover against 42,409 in 1914; 15,005 bus. Hungarian and millet seed against 15,362 in 1914; 136,546 bus. beans against 7,809 in 1914; 13,800 bus. castor beans against 106,598 in 1914, and 73,585 bus. buckwheat against 18,940 in 1914.

COLUMBIA, Mo., Apr. 1.—The condition of all clover is reported at 81. Old clover is badly winter killed. In many fields the plants "stand up like a spider," as one correspondent well expresses it. Acreage of new crop as compared with 1915 seeding is 89. Condition of timothy is 91; acreage 93. The winter was a hard one on alfalfa, the present condition of the growing plant being 82.—Missouri State Board of Agriculture.

### Flaxseed Movement in March.

Receipts and shipments of flaxseed at the various markets during March, 1916, compared with March, 1915, were in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Minneapolis	810,160	384,250	27,020	137,070
Winnipeg	456,550	339,275	.....	.....
New York	358,000	.....	.....	.....
Duluth	76,974	262,977	25,520	.....
Chicago	54,000	5,000	2,000	3,000
Milwaukee	17,930	55,660	.....	1,210
Kansas City	.....	11,000	.....	8,000

THE MITCHELLHILL SEED Co. is successor to the Mitchellhill Bros. of St. Joseph, Mo.

THE NORTHWEST MINNESOTA Seed Growers' Ass'n was recently organized at Crookston, Minn., for the purpose of promoting the use of pure and better seeds, which makes for better crops. Officers elected are as follows: Pres. T. E. Williams, Detroit, Minn., 1st v. p.; W. V. Longley, Hallock, Minn., 2nd v. p.; L. C. Bergh, Hendrum, Minn., sec'y and treas.—Prof. L. N. Kennard of the Northwestern Experiment Station, Crookston, Minn.

EYOTA, MINN.—Not more than the usual demand for grass seeds and clover here. No clover harvested to speak of last season, altho a good timothy seed crop was cut. This seed practically all marketed however. Too early to say anything about timothy crop for coming season except that acreage will be same as year ago. Some complaint that meadows were hurt by the sleet, but have nothing definite on this condition. Farmers here are going just as strong into corn as heretofore and we have ready sale for a large amount of seed corn.—J. B. Levell.

GERMINATION TESTS of seed oats from the States of Indiana, Iowa and Kansas were recently made by the Agriculture Department. The average germination was lowest for Indiana and highest for Iowa. Of the 2,900 samples tested from the three states 268 or over 9% germinated less than 75%, 122 samples or over 4% germinated less than 50%, and 54 samples or nearly 2% germinated less than 25%. This shows that much of the seed oats intended to be used this spring germinates poorly and that germination tests should be made in all cases before sowing.

The United States Department of Agriculture estimates that about one-third of the red-clover seed available for use in this country during 1916 will be imported. New records for importation will be created, for more of the seed had been received from abroad in the eight months prior to March 1, 1916, than in any one year previously. The short crop in 1915 was largely responsible. Italian and French stocks have been the principal ones available for import, about one-third as much Italian as French seed being received. South European seed, the department states, is neither as hardy nor as productive as American or north European seed, and it is regarded as unfortunate that it has been necessary to import such large amounts of seed not well adapted to the conditions in the red-clover growing districts of the United States.

### Timothy Seed Movement in March

Receipts and shipments of timothy seed at the various markets during March, 1916, compared with March, 1915, were as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Chicago, lbs.	2,167,000	4,129,000	4,203,000	2,430,000
Milwaukee, lbs.	210,000	402,602	133,930	270,000
Toledo, bags	3,621	3,780	5,612	11,281
Cincinnati, sacks	2,861	2,415	2,747	2,580
New York, bags	814	.....	.....	.....

### Clover Seed Movement in March.

Receipts and shipments of clover seed at the various markets, during March, 1916, compared with March, 1915, were as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Chicago, lbs.	1,123,000	990,000	2,027,000	1,290,000
Milwaukee, lbs.	341,707	389,583	546,590	464,730
Toledo, bags	8,539	10,700	10,710	23,966
Cincinnati, sacks	3,711	7,516	5,573	8,815
New York, bags	.....	.....	985	.....

### From the Seed Trade.

LONDON, ENG., Mar. 20.—Recent wet weather has had a depressing effect on the clover seed market. Fine grade red clover seeds are slightly lower, medium grades considerably lower, while low grade brown seed is difficult to sell at any price. White clover unchanged. Alsike scarce on spot, inclined dearer. Lucerne is firm and grasses maintain recent values. Timothy is inclined dearer.—C. W. LeMay & Co.

TOLEDO, O., Apr. 1.—Our country has been the only outlet for some European countries. Importers have marketed more foreign seed directly to interior buyers than ever before. Some was poor but the price appeared attractive. Some was good and mixed with good from Far West came here after passing through some domestic hospitals. That is why Toledo received so much prime seed in March. Our prices attracted it here.—C. A. King & Co.

TOLEDO, O.—April clover seed prices have declined to moderate levels. Premium over October considerably reduced. Shipments of seed this month are large—over 5,000 bags for first five days, but this is mostly seed taken in on March contracts last days of the month, and effect of shipments therefore discounted. If April declines lower it may stimulate investment buying. While the demand continues light, there will be days during April when demand will develop, and holders of seed acquired below current levels may have chance to realize. Stocks at Toledo are around 25,000 bags. Last year they decreased 10,000 bags in April. Year before, decrease was 14,000. In 1913, it was 11,000. October seed has been active at slightly better prices. Early investors in October often profit. Usually some damage bulges. Low for the April-October period was made in April four of last seven years. High was made three years in August, twice in September, once in October. Too early to tell much about this year's seed crop, tho the poor condition of wheat in the Central States is causing some anxiety about clover. An Idaho dealer writes us that prospects in that state are favorable. The western seed cut a big figure in our market last fall.—Southworth & Co.

### Imports and Exports of Seeds.

Imports and exports of domestic and re-exports of foreign seeds during January, 1916, compared with January, 1915, and for the 7 months ended Feb. 1, 1916, compared with the corresponding period ended Feb. 1, 1915, as reported by E. E. Pratt, chief, Bureau of Foreign and Domestic Commerce, were as follows:

	IMPORTS.			
	January.		7 mos. ended Feb. 1.	
	1915.	1916.	1915.	1916.
Castor beans, bus.	62,809	10	421,633	289,545
Flaxseed, bus.	418,355	693,506	5,341,338	9,646,897
Red clover, lbs.	2,077,643	5,892,334	2,939,900	11,306,989
Other clover, lbs.	989,951	604,500	10,786,464	5,272,652
Other grasses, lbs.	946,352	1,063,963	14,046,549	4,544,347
	EXPORTS.			
	January.		7 mos. ended Feb. 1.	
	1915.	1916.	1915.	1916.
Clover, lbs.	2,328,148	820,066	6,316,137	4,585,249
Timothy, lbs.	3,674,313	1,680,258	10,625,473	8,941,947
Other grasses, lbs.	437,870	474,713	2,823,740	2,197,350
EXPORTS OF FOREIGN SEEDS.				
Clover, lbs.	.....	12,797	420	14,648
Other grasses, lbs.	.....	1,200	305	3,074



## Feedstuffs

THE STAMFORD FEED CORPORATION of Putnam, Conn., has been organized with a capital of \$10,000.

THE CORN PRODUCTS Co. in 1915 earned 10.62% on the common stock. In 1914 the company earned 7.72%.

C. S. ANDERSON, for several years connected with the Buffalo feed trade, is now representing Dewey Bros., of Blanchester, Ohio.

THE C. J. MILLIGAN MILLING Co., of Sioux City, Ia., manufacturers of alfalfa meal and other stock foods, has purchased ground and will enlarge the mill.

THE WORD "Meadow Lark," together with a picture of that bird, has been registered by the Young-Randolph Seed Co., Owosso, Mich., as a trade mark for its clover seed, grass seed and seed grains.

THE ALFALFA MILL at Niwot, Colo., recently burned is to be rebuilt. Negotiations with railroad officials for a settlement are underway, as it is believed that sparks from a passing engine caused the fire.

CORN OIL has advanced to 10½c for refined, f. o. b. cars in barrels, the highest price in years, and it is hard to obtain. The Corn Products Refining Co. is the largest producer, and is sold so far ahead that it is not quoting prices on crude oil.

AFFAIRS of the Arthur E. Pratt Co., a feed firm of Buffalo, which recently went bankrupt, are being investigated by Referee King. On Mar. 1, the company issued a statement claiming excess assets of \$87,000, and shortly after all these assets had been wiped out.

BAKERSFIELD, CAL., Mar. 31.—We expect to construct a warehouse and some additional buildings to be used in conjunction with the operation of our alfalfa mill at McFarland before the new season comes on, which will be some time in June.—E. R. Long Hay & Grain Co.

THE GAGE-ELWELL MILLING Co., Fulton, N. Y., has been organized. The work of changing the F. A. Gage mill to adapt it to the manufacture of poultry feed is under way. Henry P. Burgard, a Buffalo contractor, C. H. Elwell, F. A. Gage and James H. Mackin, of Fulton, are interested.

THE WORD "Golden Rod," written above a representation of the plant, set in a rectangle in which is shown heads of the chief domestic animals, has been registered as a trade mark for a stock and poultry food manufactured by the A. B. Crouch Grain Co., Temple and Fort Worth, Tex.

### Feedstuffs Movement in March.

Receipts and shipments of feeding stuffs at the various markets during March, 1916, compared with March, 1915, were as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Chicago, lbs.	49,153,000	40,998,000	76,131,000	86,542,000
New York, lbs.	2,320,000	.....	424,800	.....
St. Louis, sacks	117,960	102,860	102,260	87,060
Milwaukee, tons	12,260	14,020	18,632	20,847
Kansas City, tons	2,320	1,820	16,700	17,000
San Francisco, tons	422	984	.....	.....

A RATE of 14c per 100 lbs. on alfalfa meal in carloads from Kearney, Neb., to East Omaha, Neb., has been declared unjustly discriminatory by the Interstate Commerce Commission. Complaint of the Omaha Alfalfa Milling Co., attacking the rate, was dismissed because no damage was shown.

THE ALFALFA MEAL mill at Lexington, Neb., was completely destroyed by fire on Mar. 28. The mill was a large wooden structure and was valued at \$7,000; insurance \$1,500. The stock was owned by R. F. Stuckey, J. L. May, Mrs. A. C. Leflang and F. K. Konkling. The mill will in all probability be rebuilt.

JACKSON, MICH., Apr. 6.—We are establishing a cotton seed meal department here, and expect to operate on an extensive scale. This department will be in charge of Harry J. Blakeslee, a Southerner, pioneer dealer at Little Rock, Ark., and for many years successful distributor thruout the United States, Canada and Europe.—Eldred Mill Co.

THE BROWN MOLASSES FEED Co. of Anderson, Ind., has installed a motor preparatory to taking care of increased output in the way of crushed corn stock food. Additional motor power will be installed during the summer. During the winter 175 tons of the dairy feed has been shipped and orders are on hand for 2½ carloads more of this product.

NELIGH, NEB., Apr. 3.—We have recently started on a chick food factory to be located about 200 feet from our milling plant here. We have been in the chick food business for the past few years, but our sales have grown so heavy that we have been compelled to put in new machinery to handle our trade. All machinery for the new plant has been installed.—J. W. Spirk, Mgr. The Neligh Mills.

DETROIT, MICH., Apr. 4.—General feed conditions are exceptionally good, much heavier than in previous years. The feed trade is getting better in spite of the inroad of automobiles in replacing horses. We have been branching into dairy products, mill feeds, cotton seed meal, oil meal, in fact, trade feeds of all kinds. This enables the country dealer to carry a varied line without using all his storage and capital by buying carload lots. Altho we doubled our plant less than 3 years ago we are crowded for room and contemplate increasing our storage capacity. We have just installed an oat crusher and corn cracker.—Lichtenberg & Son

ALFALFA FEED TRADE interests in Kansas City, St. Joseph and Omaha hope for a favorable outcome of the rate controversy over blackstrap molasses from the south to Missouri river points. The in-

### Exports of Feeding Stuffs.

Exports of feeding stuffs during January, 1916, compared with January, 1915, and during the 7 months ended Feb. 1, 1916, compared with the corresponding period ended Feb. 1, 1915, according to the United States Bureau of Foreign and Domestic Commerce, were, in tons, as follows:

	January.		7 mos. ended Feb. 1.	
	1915.	1916.	1915.	1916.
Bran and middlings	1,683	446	5,763	11,556
Dr. grns. and mlt. sprts.	84	64	6,352	962
Mill feed	3,010	2,402	20,541	13,826
OIL CAKE AND OIL CAKE MEAL (LBS.).				
Corn meal	1,754,220	1,694,000	24,012,898	10,063,842
Cottonseed meal	27,052,330	2,559,716	178,736,503	63,589,680
Linseed	22,801,906	68,964,636	269,793,808	397,548,389
All others	42,200	7,693,304	3,570,984	19,072,603

crease proposed by the railroads of 4c per 100 lbs. to Missouri river points is suspended, and at a recent hearing in Kansas City before Examiner Marshall of the Interstate Commerce Commission it was shown that since no increase has been proposed to Mississippi points there would be a discrimination in favor of Mississippi river alfalfa feed mixers to the extent of 6c per 100 lbs., as they now enjoy a rate 2c lower than those to Missouri river points.

I KNOW that the Grain Dealers Journal is the best publication of its kind that has ever been published.—Carl Hagg, mgr. Wanda Grain Co., Wanda, Minn.

BEAN BLIGHT was so prevalent in the province of Kent, Ontario, where half the commercial beans of Ontario are grown, that the yield was cut down from 16.4 bus. the year before, to 14.2 bus. per acre, and dealers have imported seed from Michigan.

### A Well Managed Kansas Elevator.

One of the best managed grain elevators in Kansas is at Abilene, where D. Sommer is in charge as treasurer and manager. A knowledge of the exact cost of handling grain and a correct method of figuring profits from side lines, has enabled Mr. Sommer to accumulate a handsome surplus.

When the company was organized in 1912 a \$5,000 debt was contracted. The first step of its manager was to determine how much it would cost to operate the plant, how many bushels could be safely expected each year, and the margin of profit the company was entitled to. The latter was set at 7½c per bushel, and this amount, plus the cost of handling, has been earned by every bushel handled. Approximately 1,000,000 bus. have been put thru the plant since organization. Coal, feed and hay have also proved to be profitable commodities, but the earnings from these sources are not included in one general total of profits, as is often the case.

Other factors than Mr. Sommer's business system have naturally played an important part in producing results for the company, and chief of these is the up-to-date plant. It is equipped thruout with electric lights; two electric motors, one a 10 h. p. and the other a 7½ h. p., furnish power for operating the elevating machinery and other equipment. The elevator, which is shown in the engraving, is of 20,000 bus. storage capacity, and contains two dumps. Modern money saving devices installed include a corn sheller, hopper scale, grinder, Eureka Cleaner and a manlift. It is the combination of these modern improvements with the business ability of the manager, which has placed the company, in four years of operating, upon a firm financial footing.



20,000-bu. Elevator at Abilene, Kan.



# Grain Trade News

## ARIZONA

Bisbee, Ariz.—A private wire office has been opened in this city by Logan & Bryan, of Chicago, Ill. L. J. Overlock, grain dealer, will act as correspondent.

Tucson, Ariz.—Contract for a 75,000-bu. elvtr. has been let by the Eagle Mfg. Co. to the Burrell Engineering & Construction Co. It will be 104 ft. high and will be completed by July 30.

## ARKANSAS

Warren, Ark.—R. H. Scobey has engaged in the wholesale grain and flour business in the Scobey Warehouse.

Paragould, Ark.—P. E. House is pres. and mgr., and H. E. Jones, sec'y, of the recently organized House-Jones Grain Co. which took over the business of the House & Meiser Mfg. Co. The new company contemplates the erection of elvtrs. as soon as it gets a flour mill in operation. No definite plans have been made so far.—X.

## CALIFORNIA

Sacramento, Cal.—The erection of elvtrs. is being agitated by the Sacramento Valley Development Ass'n.

Chowchilla, Cal.—W. C. Colley, grain dealer, has secured a site and will build a 100,000-bu. elvtr. which will be ready to receive grain when harvest begins next season.

Oakland, Cal.—Work is progressing on the new plant under construction for the Pacific Coast Shredded Wheat Co. The drying equipment and 7 grain cleaners are being furnished by the Invincible Grain Cleaner Co.

Bakersfield, Cal.—On this coast there has been considerable talk of the construction of grain elvtrs. on account of the high price of bags. This would be a radical departure from the present methods of handling grain, as everything is now shipped in bags.—E. R. Long.

## CANADA

Davidson, Sask.—The British American Elvtr. Co. is enlarging its plant.

Ft. William, Ont.—We built a 150,000-bu. addition to our elvtr. last season.—Dwyer Elvtr. Co.

Winnipeg, Man.—The Great Lakes Terminal Elvtr. Co. incorporated; capital stock, \$800,000; incorporators, R. Siderfin, E. B. Eadie and others.

Pt. Arthur, Ont.—The Saskatchewan Co-operative Elvtr. Co. has let contract for the designing of its proposed elvtr. to Janse Bros., Boomer, Crain & Howe.

Belbeck, Sask.—I have obtained the position of mgr. of the Farmers Elvtr. & Trading Co., Ltd.—H. Ingham, formerly operating an elvtr. at Archydale, Sask.

St. John, N. B.—Nothing definite has been decided yet with respect to the rebuilding of the elvtr. here.—C. A. Hayes, G. T. M., Canadian Government Railways, Moncton.

Carberry, Man.—We will not rebuild our mill which burned from an unknown cause with a loss of \$30,000 on which no insurance was carried. Our elvtr. did not burn.—J. McCormack.

Winnipeg, Man.—Members of the Grain Exchange have sent \$1,750 to the 61st battalion as a gift from individual members. The money was collected within 24 hours and is to be used to buy rubber blankets and other comforts for the men. This is the 3rd battalion the members have assisted.

Vancouver, B. C.—The extension of the government elvtr. facilities to relieve the congestion in the movement of wheat eastward is advocated by Hon. Lorne A. Campbell, minister of mines.

D'arcy, Sask.—We are opening a new 35,000-bu. elvtr. under the name of the D'arcy Elvtr. Co., Ltd. A. E. Eberhart will be general mgr.—R. I. Bordner, mgr. Eberhart Elvtr. Co., Brock.

Sarnia, Ont.—Construction work on a new elvtr. will be started this spring by the Grand Trunk R. R., to replace the one which burned about 2 years ago. It will be ready for operation before fall.

Pt. Arthur, Ont.—An examination for candidates for certificates of qualification to act as deputy inspectors or inspectors of grain under the Canada Grain act, was held Apr. 4 in the inspection room of the Grain Exchange Bldg.

Regina, Sask.—More than 100 applications have been received by the Saskatchewan Co-operative Elvtr. Co. from farmers at various points in the province anxious to have elvtrs. erected in their sections. Only 30 elvtrs. will be erected by the company owing to lack of material and labor.

Notre Dame de Lourdes, Man.—W. H. Borthwick died Mar. 27 from injuries received when he was caught on the gearing of the elvtr. here and drawn into the machinery. His arm was broken in 2 places, one of his legs was broken and both of his feet were badly crushed. He was the nephew of Sam Scott, a member of the Grain Exchange.

## COLORADO

Ft. Morgan, Colo.—The Platte Valley Mfg. & Elvtr. Co. has repaired its plant.

Sterling, Colo.—The Farmers Elvtr. & Supply Co. has completed its new 22,000-bu. elvtr.

Holly, Colo.—The Holly Mfg. & Elvtr. Co. is making extensive improvements in its elvtr. which will greatly increase its storage capacity.

Grand Junction, Colo.—The Mesa Flour Mills Co., an adjunct of the Colorado Mill & Elvtr. Co., will increase the capacity of its elvtr. this spring.

Model sta. (Poso p. o.), Colo.—We operate a 30,000-bu. elvtr. at this station which was formerly Roby p. o. We ship grain, alfalfa hay and beans and buy corn, chops, bran and flour.—J. A. Laughlin, mgr. Model Mercantile Co.

## IDAHO

Grangeville, Ida.—The Union Warehouse & Supply Co. contemplates the erection of a small elvtr. in connection with its warehouse on account of the high price of burlap bags.

Nez Perce, Ida.—The Nez Perce Rochdale Co., owning and operating warehouses at Harris, Greer and this place, has increased its capital stock to \$70,000 and will construct grain elvtrs. at these places, work to begin in a short time.

Angel Ridge (no p. o.), Ida.—Farmers of the Melrose section will build an elvtr. here. The grain will be handled from the elvtr. to the shipping point on the Clearwater branch of the Northern Pacific, about a mile, by a bucket tram system.

Weiser, Ida.—The Farmers Union Warehouse Co., of Washington, will build a 50,000-bu. elvtr. this summer. A grain warehouse to store 10,000 sacks of grain will also be erected and a 100-bbl. flour mill, equipped with feed mill, choppers and cleaners.

## ILLINOIS

Aledo, Ill.—T. J. Heald has purchased a new scale.

Frankfort, Ill.—Fink & Co. have succeeded H. F. Brueggeman.

Minonk, Ill.—The old elvtr. of B. M. Stoddard & Son has been wrecked.

Belleflower, Ill.—The Farmers Elvtr. Co. has engaged in the grain business.

Armstrong, Ill.—The Farmers Elvtr. Co. has engaged in the grain business.

Bradbury, Ill.—J. W. Barger has succeeded Clark, Summerly & Garrison.

Itasca, Ill.—Bergland & Co. have succeeded the Itasca Lumber & Feed Co.

Eldorado, Ill.—Lafe Farmer has succeeded W. L. Hardy at this place.—X.

Goodfield, Ill.—Sam Goetzinger has succeeded Ellis & Wagner at this station.

Symerton, Ill.—Harry Singleton has been appointed mgr. of the Farmers Elvtr. Co.

Thomasville, Ill.—M. J. Buscher has taken over the elvtr. of Thos. C. Lloyd & Co.

Seneca, Ill.—The Farmers Elvtr. Co. has purchased land on which it will erect new buildings.

Sandwich, Ill.—R. C. Coy has been elected sec'y, treas. and mgr. of the Farmers Elvtr. Co.

Bruce, Ill.—Tabor & Parks have succeeded R. C. Parks and engaged H. Ledbetter as mgr.

Eldorado, Ill.—I am mgr. of the 13,000-bu. elvtr. of the Eldorado Exchange and Elvtr.—Edgar Burks.

Royalton, Ill.—The Co-operative Ass'n of Royalton has been incorporated with a capital stock of \$2,500.

New Windsor, Ill.—The Rivola Grain Co. will build a 25,000-bu. elvtr. this spring.—F. L. Hough & Co., Rio.

Flatt, Ill.—George Neville is chairman and R. H. Quick, sec'y, of the recently organized Farmers Elvtr. Co.

Pana, Ill.—M. R. Corbett, grain and implement dealer, has bot the implement business of Logan Simpson.

Eldena, Ill.—I am out of the grain business for the present.—R. L. Quaco, formerly mgr. Farmers Elvtr. Co.

Midland City, Ill.—The Farmers Grain Co., of Tabor, is considering taking over the elvtr. of Geo. M. McElhiney.

Ficklin, Ill.—John Horton and V. E. Reeder, agt. of the elvtr. at this place, have acquired a half interest in it.

Gibson City, Ill.—Geo. W. Walker, of Geo. W. Walker & Co., elvtr. operators, has bot the grist mill of C. M. Hancock.

Niantic, Ill.—Contract for a 40,000-bu. elvtr. has been let by the Farmers Elvtr. Co. It will be completed by July 1.

Sainte Marie, Ill.—I will not rebuild my elvtr., which burned some time ago, until better crops justify it.—C. E. Lamotte.

Chase sta. (Cortland p. o.), Ill.—I am now mgr. of the Holcomb-Dutton Lumber Co., taking charge Mar. 1.—V. J. Olson.

Sullivan, Ill.—I have not rebuilt my elvtr. which burned June 7 and have not settled with the I. C. R. R.—A. P. Powers.

Brocton, Ill.—The Brocton Elvtr. Co. has let contract for a large elvtr. to J. F. Stephenson to be erected near this station.

Danvers, Ill.—I am in charge of the elvtr. and my son has charge of the books of the Farmers Elvtr. Co.—Wm. Shorthose.

Sullivan, Ill.—An elvtr. is under construction to replace the one owned by the Sullivan Elvtr. Co., which burned Jan. 9.

Burksville, Ill.—We operate an elvtr. at this station which was formerly known as New Design.—Koenigsmark Mill Co., Waterloo.

Decatur, Ill.—F. P. Smith & Co. have sold their grain brokerage business here to Leverett Earl Duncan, who has been employed by them for 6 years. He was recently elected to membership in the Chicago Board of Trade.



Sabina sta. (Monarch p. o.), Ill.—J. H. Fawver, who owned an elvtr. at this station, recently filed a petition in bankruptcy.

Savage sta. (Jacksonville p. o.), Ill.—Laurie, Lewis & Co., of Ashland, have succeeded the E. B. Conover Grain Co. at this station.

Orleans, Ill.—Farmers Grain Co. incorporated; capital stock, \$8,000; incorporators, Frank Dannerberger, J. F. Moeller and others.

Lincoln, Ill.—An elvtr. will be built by the recently incorporated East Lincoln Farmers Grain Co. on a site 3 miles north of this city.

Tallula, Ill.—C. W. Fisher has succeeded me as mgr. of the Central Illinois Grain Co. and I am out of the grain business.—J. M. Piper.

Farmer City, Ill.—The Farmer City Grain Co. has wrecked its elvtr. on the Illinois Central and will continue to operate its other houses.

Harrisville sta. (Kirkland p. o.), Ill.—Robert Bresser, who recently bot an elvtr. at this station, is located at Monroe Center.—C. A. Carlson.

Kirkwood, Ill.—The Inland Grain Co., of Galesburg, has leased the elvtr. of the Farmers Elvtr. Co. here and placed Fred G. Smith in charge.

Buck's Road (Wapello p. o.), Ill.—The Buck's Road Grain Co., G. W. and Joe P. Arnold, props., has succeeded Puett & Arnold at this station.

Bluff Springs, Ill.—Contract has been let for the new elvtr. which the Farmers Elvtr. Co. will build to replace the one now being wrecked.—G.

Cora City, Ill.—The H. C. Cole Mfg. Co. is giving its elvtr. a general overhauling, installing new boots, belts and other equipment.—R. C. Townes, mgr.

Amenia switch (Cisco p. o.), Ill.—Contract has been let for the new Allerton Elvtr., work on which will be started soon so as to be finished in May.

Illioopolis, Ill.—The Farmers Elvtr. Co. has built an implement shed and a new office. A 6-ton automatic scale, with registering beam has been installed.

Tuscola, Ill.—I took charge of my elvtr. on Apr. 1, which I leased to Horton & Collins last year, and intend to operate it on my own account.—C. E. Davis, Arthur.

Coatsburg, Ill.—A. W. Henning has purchased the elvtr. formerly owned by W. S. Gray and will continue the business. He has installed an automatic dump.—J. A. S.

Sharpe's crossing (Thomasboro p. o.), Ill.—L. Sadorus is pres. and H. Frerichs, sec'y, of the recently incorporated Farmers Elvtr. Co. which will build an elvtr. this summer.

Cairo, Ill.—The Hastings-Stout Co. incorporated; capital stock, \$15,000; incorporators, Ira Hastings, C. W. Stout and Miles S. Gilbert. The company recently let contract for a 50,000-bu. elvtr.

Priscilla sta. (Lstant p. o.), Ill.—I bot out my partner, G. B. Hager, of Dwight, in the grain business operated under the name of R. C. Phillips & Co., and am now sole owner and mgr.—R. C. Phillips.

Wyckles sta. (Decatur p. o.), Ill.—I expect this summer to rebuild my elvtr. which burned last September. The farmers are talking of erecting one if I do not.—G. W. Leonard, R. F. D. No. 9, Decatur.

Waggoner, Ill.—Roy D. Price is mgr. of the elvtr. at this station which M. J. Buscher recently took over from C. B. Munday & Co., bankrupt, and Wesley Frey is mgr. at Zanesville sta. (Waggoner p. o.).

Lincoln, Ill.—W. H. Holmes, who has been with Spellman & Co. for 21 years, has sold his interest in the company. John Spellman and D. A. MacKinlay, of New York, N. Y., retain their interest and will reorganize a grain, seed, feed and lumber company immediately. Ernest Degeforde, who has held a position with the company for 7 years, will become a stockholder and be associated with them in the business management.

Skelton sta. (Beason p. o.), Ill.—The recently incorporated Farmers Grain Co. of Beason and Skelton has bot the elvtr. which Holmes & Maurer recently took over from Spellman & Co. here. It will build an elvtr. at Beason at an early date.

Broadwell, Ill.—The E. B. Conover Grain Co., of Springfield, has bot the elvtr. recently taken over from Spellman & Co., by Holmes & Maurer, who also own another elvtr. here. Noah Crosby, mgr. of the elvtr. for 28 years, will continue in charge.

Carthage, Ill.—The firm of McCarty & Moore Bros. was dissolved Mar. 6 and I took over the grain and grocery business which I will operate with the assistance of my sons under my own name. Moore Bros. will continue in the hay business.—James McCarty.

Watseka, Ill.—The elvtr. of the Farmers Grain Co., containing 11,000 bus. of oats and 5,000 bus. of corn burned at 1 a. m. Apr. 6. The elvtr., which was 4 years old, was valued at \$10,000, on which \$8,000 insurance was carried. It will be rebuilt.—G.

Dwight, Ill.—Grain dealers will be pleased to learn that a sort of brother-in-law of the grain trade is a candidate for governor of Illinois on the Republican ticket, Col. Frank L. Smith of this city, who is the owner of five grain elvtrs. in this neighborhood, which are operated by other parties.

Archer sta. (Sweetwater p. o.), Ill.—The recently organized Farmers Co-operative Ass'n has let contract for a 40,000-bu. elvtr. to the Younglove Construction Co. Equipment includes a steel frame scale, manlift, Western Sheller, Western Gyration Cleaner, a 1,500-bu. automatic scale and a 32-h. p. engine.

Woodhull, Ill.—The Woodhull Elvtr. Co. has made extensive improvements and repairs in its elvtr. A controllable dump for wagons and sleds has been installed and an electric motor for elevating grain. The eastern part of the main elvtr. has been remodeled so that the capacity has been increased 8,000 bus. The elvtrs. will be repaired this spring.

Royal, Ill.—Farmers Elvtr. Co. incorporated; capital stock, \$13,000; incorporators, H. K. Saathoff, R. J. McAllister and others. The new company bot and took possession of my elvtr. Apr. 1 and I will load out all grain in the elvtr. and cribs as fast as possible. C. E. Boner, formerly mgr., will have charge of my automobile business this summer.—C. T. Walton.

Kewanee, Ill.—Contract for a 35,000-bu. elvtr. has been let by the Farmers Elvtr. Co. to the 3 Americas Co. It will be a cribbed house, covered with corrugated iron and will be equipped with 2 dumps, type registering wagon scale, interior lifts and machinery of up-to-date design. The C. B. & Q. has built a switch track to the site and it is expected that the new house will be ready about May 25.

Gays, Ill.—In the suit brot by Morris & Stone, elvtr. operators, against Owen Glasscock for \$500 damages, for failure to deliver corn bot by them last fall, a verdict was returned in favor of the defendant. Morris & Stone bot the corn at 40c a bu. and Glasscock delivered only a few loads. The price advanced after the corn was bot. Ninety acres of corn was involved which would run about 45 bus. to the acre. It is understood the plaintiffs will appeal the case.

Lincoln, Ill.—The firm of Holmes & Maurer has been organized by Fred Maurer, W. H. Holmes and John F. Maurer, of Chesterville. W. H. Holmes has sold his interest in Spellman & Co. and purchased the elvtrs. of the company outside Lincoln which are located at Lawndale, Chesterville sta. (Chestnut p. o.), Bell, Burtonview, Johnson Siding, Skelton sta. (Beason p. o.) and Broadwell. In addition to these elvtrs., Fred Maurer has purchased the holdings of the Lincoln Grain Co., of Chicago, including elvtrs. at Lincoln, Lawndale and Broadwell. These elvtrs., with the exception of the houses at Broadwell

and Skelton sta. (Beason p. o.), which have been sold, will be merged and operated by the new firm.

## CHICAGO NOTES.

John H. Jones has been named to succeed the late Edward A. Nickels on the permanent new building com'te of the Board of Trade.

Thomas D. O'Brien, formerly with Harris, Winthrop & Co., will hereafter act as floor mgr. on the Board of Trade for Clement, Curtis & Co.

By a vote of 226 to 465 the proposed amendment to the rules of the Board of Trade, prohibiting members employed by other members from trading with other concerns without the consent of their employers, was defeated on Apr. 7.

Andrew J. Hoagland, who retired from the grain business about 15 years ago, died Mar. 27. He was senior member of the firm of Hoagland & Clark and a charter member of the Board of Trade, having bot his membership when they sold at \$5.

At the annual election of the Board of Trade Fellowship Club held Mar. 24 the following officers were elected for the ensuing year: Arthur J. Flynn, pres.; Wm. Collins, vice-pres.; John M. Sheeren, sec'y-treas.; Thomas Costello, Robt. W. Darcy, John Spellman, Ray Burke and Michael J. Ryan, directors.

Plans are now being made for the erection of a new building for the Board of Trade to replace the present structure. Seven architectural firms are working on these and as soon as the new building com'te accepts one of these plans the architect will proceed with the details. It is expected that the wrecking of the old building will be started before fall.

Carl Young Semple, Douglas D. Morrison, Wm. Turner, Homer H. Palmer, Geo. E. Cathcart, Donald Edwards, Edward Crawford, Thos. F. Barrett and David O'Connor have applied for membership in the Board of Trade. Emanuel Z. Zipperman, Edgar B. Cahn, Robt. Rintoul, James A. Edwards, Martin Joyce, Wm. B. Stowers and Frederick S. Ackerman have posted their memberships for transfer. Memberships are selling at \$4,100.

Edward A. Nickels, member of the Board of Trade for 20 years, died Mar. 27 of heart disease, at the age of 43 years. He was formerly a partner in the brokerage house of J. W. Broughton, but for the past 15 years has been in business on his own account. He was a member of the new building com'te of the Board of Trade. Pres. Griffin appointed E. L. Merritt, C. P. Randall, Geo. Neafus, A. V. Booth, Fred Scott and George A. Hellman to represent the Board of Trade at the funeral.

The directors of the Board of Trade have concurred in a ruling by the Market Reports Com'te that complaints regarding transactions at prices not officially recorded, may be made in the office of the sec'y, where they will receive prompt and careful attention. A transaction at a price not recorded, made in good faith, if so reported within 10 minutes, may, on investigation, be recorded and sent out over the wires; if not reported within 10 minutes the price may be officially recorded, but will not be sent out. A letter certifying to the making of such transactions may be obtained from the sec'y.

Effective May 1, the Chicago & Northwestern Ry. has published a provision in connection with its arrangement for the reconsigning of grain at Chicago or Proviso, that such grain may be handled thru elvtrs. for weighing and inspection, and such shipments will be forwarded from the reconsigning station on the original waybill. The reconsigning arrangement covers grain arriving at Chicago or Proviso from points in Illinois on and south of the line Chicago to Clinton, Ia., or from points west of Clinton routed via Clinton, reconsigned from Chicago or Proviso to Milwaukee and Manitowoc, Wis., or intermediate points on the direct line, at the thru rate plus a charge of \$2 per car.—J. S. Brown, Manager Transportation Dept., Board of Trade.



## INDIANA

Adams, Ind.—Albert Boling has installed a chick feed mill at his elvtr.

Richmond, Ind.—Omer G. Whelan has moved his store to his new elvtr. and warehouse.

Judyville, Ind.—James Reed has resigned his position with the Davis Grain Co. at this place.

Bremen, Ind.—Kraus & Apfelbaum are adding a warehouse to their elvtr.—W. C. Curtis & Co., Plymouth.

Oaklandon, Ind.—James Eaks, of Fortville, has taken over the elvtr. of the Oaklandon Grain Co. in exchange for his farm.

Darlington, Ind.—I do not think another elvtr. will be built here. There was some talk of it but nothing has been done lately.—X.

Talbert sta. (no p. o.), Ind.—Farmers are organizing a company to build an elvtr. at this station which is 4 miles east of Ambia.

Lafayette, Ind.—Edward McCullom, of Wolcott, has been chosen sec'y of the recently organized Indiana Farmers and Grain Dealers Ass'n.

Kempton, Ind.—C. O. Long, of Claytonville, is mgr. of the recently incorporated Farmers Elvtr. Co. which took over our elvtr.—Jordan & Conarroe.

Crawfordsville, Ind.—James S. Sellars, prop. and mgr. of the elvtr. at this place, and his wife, recently celebrated their golden wedding anniversary.

Onward, Ind.—The elvtr. of N. E. Walker & Co. was blown over and greatly damaged recently. A great quantity of grain was strewn about by the wind.

Ft. Branch, Ind.—The grain handling capacity of the Ft. Branch Mfg. Co., operating a 20,000-bu. elvtr., will be increased. W. C. Polk is pres. of the company.

Brownsburg, Ind.—We have bot the elvtr. at this place and also the one at Maplewood, located on the C. H. & D.—P. J. Wolfram, Wolfram Grain Co., Marshfield.

Francesville, Ind.—The elvtr. of the Myers Bros. Grain Co., filled with wheat, corn and oats, burned Mar. 18. The loss is approximately \$30,000, partly covered by insurance.

Otterbein, Ind.—The recently incorporated Farmers Grain Co. has bot the elvtr. and coal business of W. W. Evans & Son and will take possession May 1. John Fowler is pres.

Tyner, Ind.—I bot the elvtr. of O. C. Moore which has a capacity of 12,000 bus. I intend to install a feed grinder and will handle feed in connection with the elvtr. business.—A. M. Drake.

Max sta. (Lebanon p. o.), Ind.—Powell & Crisler are now props. of the elvtrs. operated under the name of the Max Grain Co. as Walter L. Crisler recently bot a half interest.—C. O. Powell.

Swayzee, Ind.—Our elvtr. burned Mar. 14 with a loss of \$2,000 on the building. We think the fire started in the cob house. We have not decided what we will erect but think we will build a wooden or concrete house.—Swayzee Mfg. Co.

Clayton, Ind.—The Clayton Mfg. Co. has been incorporated with a capital stock of \$15,000. J. L. Edmonson is pres., Chas. B. Worrell, sec'y, and Ames L. Mitchell, general mgr. The new company has taken over the elvtr. and flour mill of L. C. Mape at this place.

John S. Hazelrigg, of Cambridge City, pres. of the Indiana Grain Dealers Ass'n, and Chas. B. Riley, sec'y, held a conference at Cincinnati, O., with a com'te representing the Cincinnati Chamber of Commerce, in regard to grain inspection at that point. Indiana shippers complained that the Cincinnati inspection dept. reported cars too full for inspection, when there was plenty of room for inspection. The conference was held to reach an understanding so as to avoid this difficulty in the future.

Indianapolis, Ind.—The recently organized Bingham-Hewett-Scholl Co. incorporated to conduct a general receiving and shipping grain business and to own and operate the Indiana Elvtr., formerly conducted by Jordan & Scholl; capital stock, \$75,000; incorporators, Harry H. Bingham, pres., Leonard A. Hewett, sec'y, and Fred W. Scholl, vice-pres. and treas. No immediate enlarging or repairing on the elvtr. is contemplated other than the installation of a new battery of boilers, for which contract has been let. The elvtr. has a capacity of 200,000 bus. with ample adjoining space to enlarge whenever necessary.

## IOWA

Lamoni, Ia.—J. P. Haas has resigned as mgr. of the Farmers Grain & Seed Co.

Arnold, Ia.—Peter J. Olesen, of Livermore, has bot the elvtr. of Chris Johnson.

Orange City, Ia.—J. Steenhoven has been retained as mgr. of the Farmers Elvtr. Co.

Mapleton, Ia.—Harry Nouse has been appointed mgr. of the Farmers Grain & Lumber Co.

Persia, Ia.—M. J. Coughlin, of Portsmouth, is the new agt. for Wright & McWhinney.

Sargent's Bluff, Ia.—A 5-h. p. electric motor has been installed by the Farmers Elvtr. Co.

Greene, Ia.—Phil Ritter has been retained as mgr. of the Farmers Co-operative Society.

Salix, Ia.—The Farmers Elvtr. Co. will install a 5-h. p. electric motor to replace its gas engine.

Lytton, Ia.—I have succeeded Edd G. Long as mgr. of the Farmers Elvtr. Co.—Geo. Christensen.

Earling, Ia.—E. M. Miller & Bro. have built a flour and feed building in connection with their elvtr.

Auburn, Ia.—A farmers elvtr. company will be organized here which may buy the elvtr. of Howard & Jones.

Galt, Ia.—Geo. Christensen is no longer with the Burt Grain Co. and has removed to Lytton.—Ed. Long, Lytton.

Jewell, Ia.—Mr. Tongate, of Clarion, will succeed C. B. Martin, who resigned as mgr. of the Farmers Elvtr. Co.

Moorhead, Ia.—R. L. Cline, agt. of the Nye Schneider Fowler Co., was married recently to Miss Mary Mortensen.

River Sioux, Ia.—The recently organized Farmers Elvtr. Co. will build an elvtr. here.—F. M. Terry, Little Sioux.

Clarksville, Ia.—F. S. Burroughs has been chosen pres. and A. R. Enlow, sec'y, of the newly organized Farmers Elvtr. Co.

Emerson Mills, Ia.—The Farmers Co-operative Co. has been organized to operate an elvtr. A. F. Smith is pres.

Taintor, Ia.—We may build a residence for our mgr. this year, but are not doing any building now.—Taintor Elvtr. Co.

Oakland, Ia.—J. L. Caldwell is now mgr. of the Oakland Grain & Coal Co., succeeding Elvin F. Wentz who died Mar. 13.

Des Moines, Ia.—Frank B. Sisler, local mgr. of the Armour Grain Co., was married Apr. 1 to Mrs. Nellie E. Anderson.

Turin, Ia.—The Farmers Elvtr. Co. has been organized, with a capital stock of \$25,000, to build an elvtr. L. J. Rinehart is acting as temporary sec'y.

Wellburg, Ia.—A thief, who stole the brass equipment of the scales at the elvtr. of Ammo Peters, was captured, and will be tried on a charge of larceny.

Marathon, Ia.—The Farmers Grain Co. contemplates the construction of a coal shed and remodeling of its office in addition to other improvements.

Hepburn, Ia.—The Farmers Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, W. J. Williams, pres., B. J. Sunderman, sec'y, and others. The company is composed of 7 farmers, who purchased the elvtr. of G. W. Carter. Mr. Carter has one-eighth interest and will be mgr.

Hampton, Ia.—C. H. Scantlebury, mgr. of the Farmers Elvtr. Co. for the last few years, has reconsidered his resignation and will remain with the company.

Emerson, Ia.—I have arranged to remain at the elvtr. which A. Swisher has taken over. It was formerly operated by his son who died last month.—R. A. James.

Ritter sta. (Sheldon p. o.), Ia.—G. L. Jones, sec'y and mgr. of the Farmers Elvtr. Co., who has returned from Texas, contemplates making that state his residence.

Sioux City, Ia.—J. H. McKeane and C. J. Furst have been elected directors of the Board of Trade, succeeding J. C. Mullaney and Joseph Leopold, who recently resigned.

Walford, Ia.—I have resigned my position with the Farmers Elvtr. Co. and the Neola Elvtr. Co. and am now out of the grain business.—John Jindrich, Cedar Rapids.

Malcom, Ia.—Cliff Hindgardner and Harry Jenkins, who robbed the Farmers Elvtr. Co. on Feb. 24, were given a sentence in the Anamosa Reformatory not exceeding 10 years.

Des Moines, Ia.—W. G. Case has moved from the Hubbell Bldg. to the Youngerman Bldg., and Sec'y Wells, of the Western Grain Dealers Ass'n, will add the space to his office.

Clinton, Ia.—The Champion Feed Mfg. Co. is building an elvtr. in addition to its recently completed 2-story warehouse. The new building will adjoin the elvtr. at the west wing.

Program for the annual meeting of the Western Grain Dealers Ass'n, which will be held at Cedar Rapids on Apr. 14 and 15, is given elsewhere in this number of the Journal.

Watkins, Ia.—H. E. Hample is now employed in the elvtr. of the Watkins Grain Co. The company has purchased a lumber business to be conducted in connection with its elvtr.

Hartley, Ia.—J. C. McClary, formerly mgr. of the Home Elvtr. Co. at Webster City, is now mgr. of the Farmers Elvtr. Co. here, succeeding Chas. Barnes, who recently resigned.

Sioux City, Ia.—A 30,000-bu. elvtr. will be erected by the Sioux City Stock Yards Co., work on which will begin about July 1. The company will hereafter handle shelled corn instead of ear corn.

Menlo, Ia.—Chris A. Wildman will wreck his old elvtr. to make room for the 25,000-bu. elvtr. for which he let contract to the Younglove Construction Co. The new building will be completed by May 20.

Rinard, Ia.—John Parsons, receiver of the Rinard Grain Co., which was declared bankrupt last June, has brot suit against the stockholders, endeavoring to hold them for the debts of the company.

Brayton, Ia.—Jay Nichols and myself have bot the elvtr. of the E. Rothschild Grain Co. at this place and Exira. We will take possession May 1 and will operate under the name of G. H. Bunton & Nichols.—G. H. Bunton, Atlantic.

South English, Ia.—We intend to build an elvtr., of about 12,000 bus. capacity, in the near future. Our old elvtr. will be wrecked and the material in good condition will be used in the new building.—O. K. Morrison, mgr. Farmers Grain & Lumber Co.

Burlington, Ia.—A rumor was circulated 6 months ago to the effect that an elvtr. would be built. It was evidently started by town lot promoters across the river where they laid out a town and sold lots.—E. J. Wiese, general mgr. Trans-Mississippi Grain Co.

Grandview, Ia.—In the suit brot by the Grandview Elvtr. Co. against G. B. Birch, it was decided that the plaintiff is entitled to \$128.11 plus interest. The amount is for the storing, shelling and turning of corn that the defendant delivered to the elvtr. early last year. Mr. Birch's counter claim of approximately \$150 for alleged reduction in quantity and quality of the corn in question was ignored.



Irvington, Ia.—Construction work on the new 20,000-bu. elvtr. for which Bedell Bros. recently let contract to the Younglove Construction Co., has been delayed by cold weather. The new structure will adjoin the old 15,000-bu. elvtr. which will be used in case of emergency. It will be 24x29 ft. and 65 ft. at the highest point. Hopper scales will be installed in the cupola. Equipment includes an automatic oil dump and a manlift. Bedell Bros. expect to have it finished by May 1.

Dinsdale, Ia.—The Farmers Grain Co. has bot the lumber shed of the D. E. Baker Lumber Co. and consolidated with this company under the name of the Dinsdale Grain & Lumber Co. which has been incorporated with a capital stock of \$20,000. They will build a 12x49 ft. coal shed and an 18x36 ft. iron clad salt, millfeed and cement house. The office will be moved to the lumber shed and a new scale installed on the street. I will be mgr. this year. I was mgr. of the grain and lumber business of the B. A. Lockwood Grain Co. at Fernald for 7½ years.—Guy D. French, formerly at Nevada.

## KANSAS

Garfield, Kan.—Chas. Bird is erecting an elvtr. on his farm.

Valley Falls, Kan.—The elvtr. of the Ragan Grain Co. is being overhauled.

Ellsworth, Kan.—C. H. Beach has bot the elvtr. of the Fred Kottman Elvtr. Co.

Luray, Kan.—K. B. Van Gundy has resigned as mgr. of the Farmers Union Ass'n.

Arma, Kan.—Leo. B. McDaniel has succeeded A. B. Miller as agt. of the Kelso Grain Co.

Ford, Kan.—E. C. Beauchamp has bot the interest of J. W. Stott in the Ford Grain Co.

Garden City, Kan.—The Garden City Equity Exchange contemplates the erection of another elvtr.

Russell, Kan.—The Farmers Co-operative Co. is building a 30x70 ft. stone warehouse near its elvtr.

Bloom, Kan.—L. E. Webb, agt. of our elvtr. at this station, has resigned.—E. M. Smart, mgr. Southwest Grain Co., Stafford.

Dresden, Kan.—We have built coal sheds and installed a 6-h. p. engine in our elvtr.—H. C. Akers, agt. C. E. Robinson Grain Co.

Whitewater, Kan.—The Whitewater Mfg. & Elvtr. Co. has sold its electric plant which it operated in connection with its elvtr.

Fellsburg, Kan.—Carl McKibben is mgr. of the Farmers Elvtr. Co. and I am mgr. of the Fellsburg Equity Exchange.—W. H. Poling.

Aurora, Kan.—The Holmes Grain Co. has purchased the elvtr. of the Kansas Grain Co. and placed A. E. Thompson in charge.

Rossville, Kan.—The Farmers Elvtr. Co. purchased and took possession Apr. 1 of the elvtr. property. I will be mgr.—W. S. Bolton.

Hopewell sta. (Haviland p. o.), Kan.—J. H. Johnson is mgr. of our 15,000-bu. elvtr., recently built here.—Southwest Grain Co., Stafford.

Trousdale sta. (Pratt p. o.), Kan.—Chas. Philpott is mgr. of our 20,000-bu. elvtr. which was built last fall.—Southwest Grain Co., Stafford.

Linn, Kan.—I sold my elvtr. to E. F. Adams, of Everest, but have rented it from him for this summer or longer.—F. H. Hoerman.

Ellinwood, Kan.—Albert Korn, formerly agt. of the elvtr. of the Walnut Creek Mfg. Co., at Dundee, is now mgr. of the Ellinwood Mill & Elvtr. Co.

Milo, Kan.—We are trying to get the farmers in Lincoln County to engage in the grain business at Barnard, Beverly, Lincoln and Denmark. If they do new houses will have to be built.—Farmers Elvtr. Co.

Hanover, Kan.—The Farmers Union has bot the elvtr. of Ferguson & Spence and will operate it in connection with the elvtr. it acquired in January.

Cedar Vale, Kan.—The report that we would sell our elvtr. is incorrect and we have no intention of offering it for sale.—L. C. Adam Mercantile Co.

The program for the annual meeting of the Kansas Grain Dealers Ass'n at Kansas City, May 2-4, is published elsewhere in this number of the Journal.

Calista, Kan.—I succeeded R. A. Collins as mgr. of the Calista Grain & Mercantile Co. on Aug. 1 and he is now out of the grain business.—W. W. McClellan.

Trousdale sta. (Pratt p. o.), Kan.—I have succeeded John H. Mayhew as mgr. of the Trousdale Co-operative Exchange. This station is in Edwards county.—L. A. Coons.

Wendel sta. (Atlanta p. o.), Kan.—We have let contract for a 10,000-bu. elvtr. to Munson & Mattson. This station is on the A. & N. R. R.—Southwest Grain Co., Stafford.

Cedar, Kan.—John Bane has resigned as mgr. of the Farmers Elvtr. Co. The company will build new coal sheds this spring and is discussing the rebuilding of its elvtr.

Zook sta. (no p. o.), Kan.—We have let contract for a 10,000-bu. elvtr. at this station, which is on the A. & N. R. R., to Munson & Mattson.—Southwest Grain Co., Stafford.

Raymond, Kan.—The Kansas Grain Co. has completed its new elvtr. on the site of its house which was torn down recently.—G. G. Mowrey, mgr. Raymond Grain & Supply Co.

Dodge City, Kan.—The Gould Grain Co. has secured a site and will build a 30,000-bu. elvtr. this summer. A 2-story seed house and coal sheds will be erected in connection.

Concordia, Kan.—The Concordia Grain Exchange has been organized by the grain dealers of this city. J. M. Decker, W. H. Beaty, C. N. Lane and O. W. Wasmer are the officers.

Wilburton, Kan.—I am agt. of the Morton Grain Co. which operates the only elvtr. at this station, which is on the Dodge City & Elkhart branch of the Santa Fe.—A. T. Barksdale.

Zenda, Kan.—We contemplate building an addition to our elvtr. this summer and will probably iron clad it but have made no definite plans.—J. C. Case, mgr. Zenda Grain & Supply Co.

Pretty Prairie, Kan.—Elvtrs. are being built by Peter J. Graber and John R. Graber on their wheat farms. J. K. Graber and others will also build elvtrs. on their large wheat farms.

Shady Brook sta. (Woodbine p. o.), Kan.—We have installed a Mattoon Grain Cleaner and Loader in our elvtr. at this station.—E. W. Volkman, of Woodbine Grain Co., Woodbine.

Homer sta. (Russell p. o.), Kan.—The Farmers Mercantile Co., operating a 30,000-bu. elvtr. at Russell, contemplates the erection of an elvtr. at this station which is 5 miles east of Russell.

Edmond, Kan.—The Peterson Grain Co. will build a 25,000-bu. elvtr., work on which will be started at once. Additional bins will be erected so that the total storage capacity will be 50,000 bus.

Hutchinson, Kan.—The Ball Mfg. Co. is taking over a number of elvtrs. to be units in a large co-operative system of elvtrs. and warehouses with the central elvtr. and mill, for which the site has been selected, at this city.

Buhler, Kan.—We have completed a large brick flour warehouse and about May 1 will shut down our mill to install additional machinery for doubling the milling capacity which will give us ample 400 to 500 bbls. We will raise our present building and warehouse one story to house the new mill. We contemplate installing electric motors to replace the steam power.—Buhler Mill & Elvtr. Co.

Marietta, Kan.—We have installed a new bucket belt and a new engine clutch in one of our elvtrs. and have erected an office building furnished thruout with bank furniture.—Marietta Stock & Grain Co.

Dorrance, Kan.—The Farmers Elvtr. Co. has let contract for the remodeling of its elvtr., the addition of bins over the driveway, new steel siding and roof and some new machinery to the White Star Co.

Sawyer, Kan.—The Sawyer Equity Exchange is building a new engine room and additional storage room for flour and feed. A manlift has been installed and it will remodel its elvtr. and build a new office building.—B. H. Dinkins, mgr.

Robinson, Kan.—I have sold my elvtr. and coal and grain business to the Farmers Union Ass'n for \$11,500 and it is operating it with John Brant as mgr. I am operating only one plant at present which is located at Belvue.—Chas. A. Geiger.

Doster sta. (Caldwell p. o.), Kan.—L. E. Prather is operating the 9,000-bu. elvtr. of the New Era Mfg. Co. on commission. The Caldwell Mfg. Co., of which Fred Cloud is agt., will tear down its elvtr. here and erect a new house.—A. J. Moore, agt. Doster Grain Co.

Salina, Kan.—I have formed a connection with Mr. Houston, of the Houston Grain Co., Kansas City, Mo. He will handle the floor end of the business and I will travel in Kansas, eastern Colorado and Nebraska, with headquarters at this city.—E. A. Sullivan.

Bucklin, Kan.—The new 25,000-bu. elvtr. for which the Gould Grain Co. recently let contract to the Western Construction Co. will be a frame house covered with iron. It will contain 8 large bins and will be driven by a gasoline engine. Coal will be handled in connection.

Pierce Jct. (Everest p. o.), Kan.—We will commence business about Apr. 15 in our recently acquired elvtr. but have not decided what improvements we will make. T. J. Nelsen is pres. and C. B. Roakley, mgr., of our company.—T. B. Torkelson, sec'y Farmers Elvtr. Co.

Kingman, Kan.—An option has been secured by the Ball Mfg. Co. on the elvtr. and warehouse owned by the Kingman Ice & Creamery Co. and operated under lease by H. F. Eraly. If the deal is completed possession will be given July 1. The company will establish headquarters at Hutchinson.

Westfall sta. (Lincoln p. o.), Kan.—The recently incorporated Farmers Grain & Supply Co. has let contract for an elvtr., office, engine room and warehouse to the White Star Co. The plant will be fully equipped with up-to-date machinery and will be iron clad. Work on the building has already been started.

Haddam, Kan.—The recently organized Farmers Union Elvtr. & Supply Co. will be incorporated with a capital stock of \$10,000. F. H. Babbit is pres. and I am sec'y. Negotiations are under way for the purchase of an elvtr. and if not successful it will commence immediately the erection of a 15,000-bu. elvtr. on the C. B. & Q. Coal, feed and live stock will be handled in connection.—R. E. Fenton.

The A. T. S. F., St. L. & S. F., M. K. & T. and C. R. I. & P. R. R. will inspect the scales of all shippers on their lines this season. A conference was held in Kansas City on Apr. 5 to arrange final details and urge the other railroads operating in Kansas and southern Nebraska to inspect and repair scales. As the different carriers will arrange to carry from 2,000 to 4,000 lbs. of test weights, and a full compliment of tools, they will be prepared to make a thoro test of all scales.

Culver, Kan.—Our office building and engine house burned Apr. 1. Loss, \$900; insurance, \$700. The fact that we had a tin roof on the office and corrugated iron on our elvtr. saved the elvtr. The tin roof kept the sparks down which prevented the fire from spreading, altho the wind was blowing a regular hurricane. The origin of the fire is hard to determine, but it is thot that the stove caused it. We con-



template moving across the track and will decide before rebuilding.—John E. Hughes, mgr. Culver Grain & L. S. Ass'n.

Topeka, Kan.—Unless a time limit is fixed for re-inspection and enforced at Galveston, Tex., an amendment to the present rules will be of little value to the shipper to that market, as all grain sold to go there is sold on basis of Galveston terms, and if there is no time limit fixed for re-inspection, the purchaser may permit loaded cars that have been inspected on arrival to remain on track an indefinite period of time until deterioration on account of delay will cause a lower grade to be placed on the grain than the original inspection showed, and this at the expense of the shipper. We are using all honorable means to convince the members of the Galveston Board of Trade that the country shipper cannot afford to take the chance he will be compelled to take in shipping to that market under the present rules, and unless this rule is amended providing for a time limit of re-inspection, shipments taking same rate will go to New Orleans where the rules provide for inspection on arrival and 48-hour time limit for calling for re-inspection.—E. J. Smiley, sec'y Kansas Grain Dealers Ass'n.

#### WICHITA LETTER.

E. F. Beyer is now mgr. of the office of the Kemper Grain Co., succeeding Walter Hastings, who has been transferred to Hutchinson.

We have sold to the Kansas Flour Mills Co. the elvtrs. and mills which we recently took over from the Alva Roller Mills, of Alva, Okla.—T. J. Holdridge.

The state tax commissioners are considering assessing all the wheat that passes thru Wichita. At present only the wheat kept in storage is assessed and grain dealers will probably contest any move to tax grain in transit.

The com'ite who drew up the plan to build a public bonded terminal elvtr. is composed of L. W. Clapp, H. V. Wheeler, H. E. Case, W. F. McCullough, J. L. Powell, J. W. Metz, Earle Evans, J. E. Reese, E. G. Robertson and Walter P. Innes.

#### KENTUCKY

Irvington, Ky.—The Irvington Mill & Elvtr. Co., which recently installed a 40-h. p. oil engine, has gone back to steam power.

#### LOUISVILLE LETTER.

The Louisville Hay & Grain Co. will be dissolved as a corporation this month and C. S. Goff will take over the business and continue it under the same name.

Contract for the erection of a 250,000-bu. elvtr. has been let by the W. A. Thomson Co. to Janse Bros., Boomer, Crain & Howe. It will be operated under the name of the Southern Elvtr. Co.

Altho we have become interested in an elvtr. at Indianapolis, Ind., the business of the Bingham-Hewett Grain Co. will be continued as heretofore.—Harry H. Bingham and Leonard A. Hewett.

#### LOUISIANA

Vinton, La.—We are operating the branch of our grain company here under the name of the Vinton Grain Co., with W. H. Culpepper as mgr.

De Ridder, La.—Our company is a branch of the Lake Charles Grain Co., of Lake Charles, and the Josey Miller Grain Co., of Beaumont, Tex., A. B. Goodmans, of Lake Charles, is pres., and B. N. Johnson, of this city, is sec'y-treas.—De Ridder Grain Co.

#### NEW ORLEANS LETTER.

Frederick Odendahl, aged 76 years, former pres. of the Board of Trade, died Mar. 22.

C. F. Sanford has been appointed supt. of the new elvtr. of the Dock Board. He has been connected with the elvtrs. here for the past 23 years and has been ass't chief weighmaster for 10 years.

The pouring of concrete was commenced last week for the erection of the new fireproof elvtr. and mixed feed plant of the firm of John T. Gibbons. This plant will have a capacity of 350,000 bus. and will be, when completed, one of the most up-to-date structures of its kind in the country.

We are indebted to Sec'y H. S. Herring for a copy of the 33rd annual report of the Board of Trade which contains a list of officers and standing com'ites, members and visiting members. Reports of the officers and com'ites of the last year are very complete and comprehensive and the trade review and statistics are interesting and valuable. The names and capacities of all the elvtrs. at the port are given.

#### MARYLAND BALTIMORE LETTER.

The Chamber of Commerce held an auction sale for choice of grain tables on Apr. 3.

Scott F. Evans, of Minneapolis, Minn., is now general mgr. of the Baltimore Pearl Hominy Co.

L. H. Windholz and W. Julian de Bullet have applied for membership in the Chamber of Commerce.

The Western Maryland Railway Co. has let contract for 36 reinforced concrete grain tanks as an addition to its elvtr. at Port Covington which was completed a few months ago. James Stewart & Co. have the contract for the annex, which will increase the capacity to 2,000,000 bus.

#### MICHIGAN

Charlotte, Mich.—Farmers are organizing an elvtr. company.

Alma, Mich.—The door of the safe at the office of the Alma Elvtr. Co. was blown off recently.

Colling, Mich.—I think the proposition regarding the erection of an elvtr. by the farmers has fallen thru.—X.

Luther, Mich.—Material is on the ground for a new elvtr. to be built by the Lake County Produce Co. near its warehouse.

Willis, Mich.—I will build a new elvtr. to replace my house which burned Mar. 15. I am considering steel or concrete.—E. E. Youngs.

Shafterburg, Mich.—W. O. Calkins has leased the elvtr. of James Shaft and will continue the grain business, assisted by George Peacock.

Onaway, Mich.—The D. & D. Mahoney Co. has bot the elvtr. of Arthur E. Starks which he has been operating under the name of the Onaway Elvtr. Co.

Kent City, Mich.—The Kent City Produce Co., which report stated would build an elvtr., has not done so at this time. It has handled a few cars of beans but no grain.—X.

Hastings, Mich.—Carey U. Edmonds has bot the interest of Ernest C. Edmonds in the elvtr. of Edmonds Bros. Mr. Edmonds was compelled to retire on account of failing health.

Detroit, Mich.—For the first time in years the Detroit Elvtr. is filled. This shows that Detroit is coming to its own in the grain trade. Embargoes have been placed on the Grand Trunk and the Wabash, but the embargo on the Wabash is expected to be removed.—Simmons Grain Co.

#### MINNESOTA

Detroit, Minn.—Farmers are considering the erection of an elvtr.

Huntley, Minn.—A new scale has been purchased by the Farmers Elvtr. Co.

Hope, Minn.—A. C. Anderson has resigned as mgr. of the grain dept. of the Speltz Grain & Coal Co.

La Fayette, Minn.—Victor Essling has succeeded Albert Olson, who resigned as mgr. of the Farmers Elvtr. Co.

Donaldson, Minn.—The Farmers Elvtr. Co. has organized and is negotiating for the purchase of one of the elvtrs.

Hadley, Minn.—The Benson Grain Co. has closed its elvtr. for the remainder of the season.—G. H. Chapman, mgr. Farmers Elvtr. Co.

Swanville, Minn.—The Tanner Mfg. Co., of Little Falls, has bot the elvtr. of the Monarch Elvtr. Co. and started the erection of an addition.

Kent, Minn.—The Kent Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, W. H. Doege, pres., Olaf Smerud, sec'y, and others.

Sauk Centre, Minn.—Fred Zieske contemplates moving from Greenwald to this station where he will manage the elvtr. of J. Borgerding & Co.

Slayton, Minn.—The Farmers Elvtr. Co. is building a 24x28 ft. flour house and store room east of its elvtr. The St. John Elvtr. Co. has built a storage house.

Cresson sta. (Cazenovia p. o.), Minn.—The elvtr. of E. A. Brown at this station has been closed since Jan. 1.—Frank E. Kreger, agt. E. A. Brown, Cazenovia.

Lamberton, Minn.—The Farmers Elvtr. Co. has let contract for its new 40,000-bu. brick elvtr. to the Honstain Bros. Co. This will replace the elvtr. which burned Jan. 19.

Vermillion, Minn.—W. G. Baltman has let contract for a 15,000-bu. iron clad elvtr. to D. F. Hoag & Co. Equipment includes dump and automatic scales and a gasoline engine.

Revere, Minn.—The Farmers Elvtr. Co. will remodel its recently acquired elvtr. New machinery will be installed, a concrete foundation built and 10 ft. will be added to the height.

St. Paul, Minn.—We have bot a 4-story warehouse and will install machinery for a 300-bbl. flour mill and will have storage for 15,000 bus. of wheat. We will handle grain in connection with our milling business.—Capitol Mfg. & Grain Co.

DeGraff, Minn.—I have never attended a meeting of any grain dealers ass'n, owing to the fact that the ass'n in this section of the country are controlled by men who have not the interest of the co-operative movement at heart.—A. M. Gagen.

Karlstad, Minn.—The recently organized Farmers Elvtr. Co. has incorporated with a capital stock of \$10,000. Wm. Stein is pres. L. M. Englund, vice-pres. and I am sec'y-treas. The company has not decided whether to build or buy one of the established elvtrs.—D. S. Andreasen.

Duluth, Minn.—M. W. Smith, A. B. Traeder, John A. Lamb, Chas. P. Burdeau and G. P. Ballou have been admitted to membership in the Board of Trade and the memberships of T. H. Hagen, H. D. McCord, G. L. Douglass, Jr., and John A. Savage have been withdrawn.—Chas. F. Macdonald, sec'y.

Mahnomen, Minn.—We will take down, rebuild and enlarge our elvtr. during the summer. We intend to install the best machinery obtainable, including an engine, large cleaner and feed mill. The building will have a cement basement under the work floor and will be as handy for operation as possible.—Mahnomen Elvtr. Co.

#### MINNEAPOLIS LETTER.

J. B. Becher will manage the office of the Becher-La Bree Co., Duluth, at this city.

Tentative plans have been made for the erection of a 3,000,000-bu. fireproof concrete tank elvtr. by the Washburn-Crosby Co. as well as for the enlargement of its plant at a total cost of approximately \$1,000,000.

Section 5 of rule XVII of the Chamber of Commerce will be amended by changing the grades of No. 4, No. 4 yellow and No. 4 Grade corn, to grades No. 5 yellow, No. 5 mixed, No. 4 white, No. 6 yellow, No. 6 mixed and Sample Grade corn; which grades should be inserted in place of the present No. 4, No. 4 yellow and No. 4 Grade corn.



The old Chamber of Commerce Bldg. will be torn down and an office building will be built to replace it at a cost of \$1,000,000 according to a recent decision of the directors. Work will begin soon on the construction of a 6-story addition, which will cost \$100,000.

Jay E. Stover, who for the past 2 years has been traveling for the Brooks Elvtr. Co., giving special attention to grain salvage from burned elvtrs., died suddenly at Kathryn, N. D., on Apr. 1 from heart failure caused by double pneumonia. He was 55 years of age.

An amendment to section 1 of rule XI of the Chamber of Commerce, to provide for trading in rye futures, was carried by a vote of 250 to 8. The first sale of rye for future delivery was recorded by the Chamber of Commerce Apr. 1 when the Cereal Grading Co. sold 5,000 bus. for May delivery at 93c to Nye, Janks & Co.

The Minneapolis Grain Shippers Ass'n was organized Apr. 6 at a banquet held at the West Hotel. W. T. Fraser was elected pres., F. J. Seidl, vice-pres., and W. E. Mereness, sec'y-treas. Ralph Bruce and G. M. Charles were appointed members of the executive com'te, which is composed of the officers and 2 appointees.

Thos. W. Carter, of the Carter Commission Co., St. Louis, Mo., and E. H. Sexauer, of Geo. P. Sexauer & Son, Brookings, S. D., have applied for membership in the Chamber of Commerce. The membership of the North Star Feed Cereal Co. has been withdrawn and the membership of the late T. J. Thompson, pres., has been transferred to J. B. Gillfillan, Jr.

The following amendment to section 6a of rule VIII of the Chamber of Commerce was carried Mar. 30: "For the purchase or for the sale, or for the purchase and sale, of wheat, corn and oats, for future delivery, \$7.50 for each 5,000 bus., or multiples thereof; and \$1.50 for each 1,000 bus., or multiples thereof, in lots less than 5,000 bus."

Jewett S. Mathewson, 59 years of age, vice-pres. of the Van Dusen-Harrington Co., died suddenly Mar. 28. He was also vice-pres. and general mgr. of the Pioneer Steel Elvtr. Co. and Crescent Elvtr. Co. and had been in the grain business here for the past 25 years. Mr. Mathewson had been a director of the Chamber of Commerce for the last 6 years.

The ruling of the Minnesota Railroad Commission that the Railway Transfer Co., a belt line, is a part of the terminal of the Minneapolis & St. Louis R. R., has been upheld in the district court by Judge Hale. The effect is that the charge of \$1.50 per car for switching between that road's tracks and elvtrs. and mills is held to be illegal. An appeal will probably be taken to the state supreme court.

## MISSOURI

Waverly, Mo.—We are enlarging our elvtr. at this place.—W. A. Genther & Co.

Spickard, Mo.—Otto Hamilton, operating an elvtr., has sold his implement and hardware store.

Miller, Mo.—W. W. Boyd has succeeded H. H. Steele in the grain business here.—Miller Elvtr. Co.

St. Peters, Mo.—The recently incorporated Farmers Elvtr. Co. has succeeded N. & F. Schneider.—X.

Gibbs, Mo.—Mr. Lucas is at present operating the elvtr. for W. H. Perrine & Co.—C. A. Johnson, Ft. Madison, Ia.

Monroe, Mo.—McFarland Bros. bot the elvtr. of the Missouri Grain & Coal Co. last June. Electric power is used.—X.

Application for membership in the Missouri Grain Dealers Ass'n has been made by the Brown Mercantile Co., of Ethlyn.

St. Louis, Mo.—J. J. Wade & Sons, of Memphis, Tenn., have closed the office which they recently opened in this city.

Kewanee, Mo.—Our company will probably erect an elvtr. next month at this station.—H. & G. Steel Grain Co., Matthews.

Orrick, Mo.—We have built an 8,000-bu. elvtr. on the Wabash and placed Harve McMullin in charge.—R. V. Seward & Sons, Hardin.

Maywood, Mo.—The Maywood Elvtr. Co. is cleaning the site of its elvtr. which burned Feb. 21. All the old machinery has been sold.

Sikeston, Mo.—The Scott County Mlg. Co. has purchased six 22 h. p. Lauson Kerosene Stationary Engines for installation in its elvtrs.

Hawk Point, Mo.—Farmers here are trying to organize a company to build an elvtr. according to report.—N. Hanni, prop. Troy Roller Mills, Troy.

St. Joseph, Mo.—C. J. Winter has engaged in the grain business with offices in the Frisco Bldg. He is a member of the Chicago Board of Trade.

Russellville, Mo.—I have decided not to build an elvtr. at this place, and am no longer engaged in the grain business.—W. E. Hunsaker, Olean.

St. Louis, Mo.—R. R. De Armond, mgr. of the Russell Grain Co., will go to the company's office at Kansas City, when the office here is closed on June 1.

Seligman, Mo.—We are the only grain dealers here and are located on the Frisco. This station has no elvtrs. as no grain is shipped out but considerable is shipped in.—Fawver & Co.

Dexter, Mo.—Wilbur T. Bowman is no longer mgr. of the elvtr. and mill of the Scott County Mlg. Co. and is now located at Advance as sec'y-treas. of the Stoddard County Mlg. Co.

Troy, Mo.—Nothing has been done by the farmers regarding the erection of an elvtr. here. We have a 25,000-bu. house but use it to store grain to grind.—N. Hanni, prop. Troy Roller Mills.

Hardin, Mo.—We have completed our 40,000-bu. cribbed elvtr. on the Wabash. Two electric motors have been installed. The building is 30x40 ft. and was built at a cost of \$6,000.—R. V. Seward & Sons.

Clinton, Mo.—The loss on our building and contents, which burned Mar. 11, is \$23,000, with \$13,000 insurance. We expect to rebuild in the near future, with reinforced concrete elvtr. and brick mill.—L. E. Keyes, pres., J. H. Kracke Mlg. Co.

Fayette, Mo.—J. E. Bridges is mgr., Wm. Shoforth, pres. and A. B. Cloud, sec'y of our company. Our mill capacity is 200 bbls. daily and the elvtr. capacity is 125,000 bus. We operate all stations on the M. K. & T. from Higbee to Boonville.—Fayette Mill & Mercantile Co.

Richmond, Mo.—We started work Apr. 1 on the erection of a 40,000-bu. cribbed elvtr. and a 30x80 ft. brick warehouse adjoining, with a capacity of 10 cars. The office is being built in front. The elvtr., which will have 6 bins and will be driven by 2 electric motors, is located on the Belt Line R. R., a spur of the A. T. & S. F. We expect to have our new plant completed by June 1.—R. V. Seward & Son, Hardin.

It is the intention of the Missouri Grain Dealers Ass'n to hold a number of local meetings in different sections of the state between now and the harvest season. Arrangements are being made by myself and Sec'y Hitchcock, of Illinois, to hold a number of joint meetings along our mutual border. The first of these meetings will be held at Cairo on Apr. 15, the program for which is in the hands of the Cairo Board of Trade. I have also made arrangements for a meeting in west central Missouri at Sedalia for Apr. 20. A large attendance is expected at both these meetings. Our local meetings held last year were almost as well attended as our annual convention.—J. A. Gunnell, sec'y, Mexico.

## KANSAS CITY LETTER.

J. F. Leahy is now acting as traveling representative for the E. E. Roehen Grain Co., taking the position on Apr. 1.

J. K. Christopher, local mgr. for A. O. Slaughter & Co. of Chicago, Ill., who underwent an operation for appendicitis, is recovering.

The Empire Elvtr., operated by the Kansas City Breweries Co., has been declared a public elvtr. under the state supervision.

Plans for a large grain elvtr. are being considered by the Missouri, Kansas & Texas Ry. Co. It will probably be built at Rosedale at a cost of \$500,000.

A vote of members of the Board of Trade will be taken Apr. 11 on an amendment to give the right of the purchaser of grain by grade to arrive to call for reinspection by 1 o'clock of the 2nd succeeding day.

Kenneth G. Irons, who has been traveling for the Vanderslice-Lynds Co., will hereafter assist Elmer Stripp, mgr. of the futures dept., and O. A. Severance, who has charge of the sale of consignments.

The Thompson Mlg. Co., of this city, has brot suit against the Bennett Commission Co., of Topeka, Kan., to collect \$1,892, alleging that it bot a lot of wheat at a certain price of the Bennett Commission Co., which failed to deliver. It claims the loss of this amount when it was forced into the market to buy the wheat.

Members of the Board of Trade will vote on an amendment to the constitution providing for a commission rate of ¼c a bu. on trades in futures below 5,000-bu. lots. The rates on 5,000-bu. lots or over will remain at ¼c. The respective rates will apply to wheat, corn, oats and kafir. The directors of the exchange are considering the proposition to establish future trading in 1,000-bu. lots of grain.

During the year 1915 the Missouri Grain Inspection and Weighing Dept. inspected and graded in yards at Kansas City, St. Louis and St. Joseph, 76,943 cars of grain, and out of elvtrs. and warehouses in the same cities 36,813 cars, a total of 113,756 cars, according to the annual report, just issued. Reinspection was called on only 1913 cars and of that number the grades were changed on only 408 cars from the dept.'s first inspection and in most cases where the grade was changed by the dept. on reinspection it was on corn because of differences obtained in the moisture tests. At Kansas City the appeal com'te was called on only 7 cars and the dept.'s inspection was sustained on every car by the disinterested, expert judges of grain composing the appeal com'te, who are selected from the various grain interests in that market. At St. Joseph there was no appeal during the year from the dept.'s grading there and at St. Louis the appeal com'te was called but a few times and the dept.'s inspection there was sustained by the com'te in all but a few cases. The total receipts for the year were \$106,776.83 and the total expenses, \$91,847.89.

## MONTANA

Glasgow, Mont.—Farmers will establish an elvtr. here.

Red Lodge, Mont.—Draper Bros. will install a feed mill.

Nihill, Mont.—Farmers are discussing the organization of an equity elvtr. company.

Kremlin, Mont.—The Farmers Elvtr. Co. has been organized. An elvtr. will be erected at a cost of \$7,000.

Willow Creek, Mont.—I discontinued the grain business on Apr. 1.—J. A. Price, agt. Montana Central Elvtr. Co.

Great Falls, Mont.—The Royal Mlg. Co., charged with having short weighted flour sacks, was found not guilty.

Wilsall, Mont.—R. F. Bohart is pres. of the recently organized Farmers Elvtr. Co. which has a capital stock of \$10,000. The company will buy or build an elvtr.

Nihill, Mont.—I am again in charge of the elvtr. of the Rocky Mountain Elvtr. Co. I returned Feb. 12 from the hospital where I underwent an operation for appendicitis.—J. G. Geiken.

Thompson Falls, Mont.—J. D. Bratton, at one time employed by a prominent grain firm at Decatur, Ill., is now languishing in jail here, having been arrested with J. G. Montgomery on the Flathead Reservation, where they were selling stock in the Farm-



ers Grain Elevator Co., an organization that operated at several stations along the N. P. R. R. The pair arrived in town with two valises full of securities (?) which it is presumed they intended to sell to the unwary.

## NEBRASKA

Bennett, Neb.—I am now agt. of the Duff Grain Co.—J. D. Gardner.

Wood River, Neb.—I am now agt. of the Omaha Elvtr. Co.—H. L. Tingley.

Monowi, Neb.—I am now agt. of the Nye Schneider Fowler Co.—J. R. Jones.

Stamford, Neb.—Roy Warner is now mgr. of the Farmers Equity Union.

Friend, Neb.—I am mgr. of the elvtr. owned by E. G. Scoville.—M. Sheppard.

Uehling, Neb.—I am now mgr. of the Farmers Mercantile Ass'n.—G. W. Hout.

Stuart, Neb.—We may install new machinery in our elvtrs.—Wm. Krotter Co.

Western, Neb.—I am now agt. of the W. T. Barstow Grain Co.—W. S. Munyan.

Minatare, Neb.—The Farmers Union has engaged in the grain and feed business.

Omaha, Neb.—I am now agt. for the Central Granaries Co.—C. N. Schuback.

Laurel, Neb.—Fred A. Payne, of Jackson, is the new agent for John McQuillen.

Ralston, Neb.—I am now mgr. of the Ralston Elvtr. & Mfg. Co.—C. M. Skinner.

Gordon, Neb.—J. McElroy and Mat Davis contemplate the erection of an elvtr. here.

Polk, Neb.—The Farmers Grain Ass'n has bot the elvtr. of the Western Grain Co.

Kennard, Neb.—I have succeeded N. P. Bouck as agt. for Henry Roberts.—Elmer Wright.

Haigler, Neb.—Thos. P. McQueen is the new mgr. of our elvtr.—Haigler Equity Exchange.

Humphrey, Neb.—Edward Kruse, of Cornlea, is now agt. of the Nye Schneider Fowler Co.

Glenvil, Neb.—L. F. W. Horstman, of Nebraska City, will have charge of an elvtr. here.

Hamlet, Neb.—I have succeeded Mark Scott as agt. for the F. C. Krotter Co.—O. M. Harris.

Fremont, Neb.—Work on the new 10,000-bu. elvtr. of the Farmers Union Ass'n has been started.

Lawrence, Neb.—J. G. Sturtevant, of Formosa, Kan., is now mgr. of the Farmers Elvtr. Co.

Oxford, Neb.—We have placed A. C. Rankin in charge of our elvtr.—Farmers Equity Union.

Lorton, Neb.—Geo. Barth is now in charge of the elvtr. of A. B. Wilson.—James Murray.

North Loup, Neb.—I have succeeded O. R. Hill as agt. for the Omaha Elvtr. Co.—F. G. Walker.

Paul, Neb.—A. B. Wilson has placed Anton Schlosser in charge of his elvtr.—F. A. Bartling.

Helvey, Neb.—I have succeeded J. C. Welch as agt. for the Lincoln Grain Co.—J. M. Armstrong.

Orleans, Neb.—Fred Backus is mgr. of the recently acquired elvtr. of the Orleans Equity Exchange.

Leshara, Neb.—Wm. Kammerer is now agt. for Railsback Bros.—Ed Fetz, mgr. Farmers Elvtr. Co.

Scotia, Neb.—We have placed Elmer West in charge of our elvtr.—Farmers Grain & Supply Co.

Lindsay, Neb.—I am now in charge of the elvtr. of the Crowell Lumber & Grain Co.—J. W. Kircher.

Brunswick, Neb.—The elvtr. of the defunct P. B. Mann-Anchor Co. is closed and I am now in charge of the elvtr. of the Atlas Elvtr. Co.—J. N. Dennis.

Beaver Crossing, Neb.—The recently organized Farmers Grain Co. incorporated; capital stock, \$25,000; incorporators, W. E. Severns, Henry Gocke and others.

Grafton, Neb.—Thomas Purcell is now agt. of the Hynes Elvtr. Co.—E. F. Real, prop. Real Grain Co.

Jackson, Neb.—The elvtr. of John McQuillen is closed and Fred Payne, agt., has removed to Laurel.

Stromer sta. (Glenville p. o.), Neb.—I am the present mgr. of the Stromer Grain & Supply Co.—J. C. Stin.

Ravenna, Neb.—L. E. Highland has succeeded C. M. Hochrieter as agt. for the Crete Mills.—Ravenna Mills.

Stromsburg, Neb.—I have succeeded Gus Olson as agt. for the Van Wickle Grain & Lumber Co.—E. M. Lindstedt.

Lone Pine, Neb.—We have engaged R. H. Hamilton as mgr. of our elvtr.—Walrath & Sherwood Lumber Co.

Union, Neb.—Mont Robb has succeeded W. M. Mueller as mgr. of the Farmers Elvtr. Co.—McCarthy & Sturm.

Clarks, Neb.—W. F. Sheppard succeeded me on Apr. 1 as mgr. of the Merrick County Farmers Ass'n.—Frank Sears.

Bancroft, Neb.—The elvtr. of the Benson Grain Co. is closed.—H. L. Boisinberg, agt. Holmquist Grain & Lumber Co.

Strang, Neb.—New agts. at this station are A. C. Sipe for the Central Granaries Co. and Frank Baand for J. Delaney.

Havens sta. (Clarks p. o.), Neb.—I have succeeded W. C. Truesdell as agt. of the T. B. Hord Grain Co.—W. O. Bazar.

Pleasantdale, Neb.—The recently organized Farmers Grain Co. has been incorporated with a capital stock of \$25,000.

Newman Grove, Neb.—I have succeeded S. E. Sanderson as agt. for the Crowell Lumber & Grain Co.—A. G. Hancher.

Linwood, Neb.—Jos. Cernusak is the new agt. of the Dawson Grain Co.—F. A. Johnnes, agt. Nye Schneider Fowler Co.

Syracuse, Neb.—Charles Moore has succeeded Wad Chase, who resigned his position at the elvtr. of the Duff Grain Co.

Crete, Neb.—John Rothmuller has installed a 15-h. p. electric motor in his elvtr. to replace the old gasoline engine.

Fordyce, Neb.—The elvtr. of the McCaull-Webster Elvtr. Co. is closed and I. G. Corey, agt., is now at Wagner, S. D.

Madrid, Neb.—New agts. here are Frank Wheeler for Sells & Rector and myself for the Central Granaries Co.—John Purcell.

Duncan, Neb.—I am now mgr. of the Farmers Elvtr. Co.—Roscoe Stumbaugh, former mgr. Farmers Elvtr. Co., Belgrade.

Wisner, Neb.—O. Steinhous has succeeded Henry Ira as agt. for the Nye Schneider Fowler Co.—F. W. & A. J. West.

Snyder, Neb.—Joe Kounovsky is now agt. of the Crowell Lumber & Grain Co.—G. M. Talbert, mgr. Farmers Union Mfg. & Grain Co.

Cozad, Neb.—I bot the elvtr. of the Omaha Elvtr. Co. last year and am now operating it on my own account.—W. G. Adams.

Yanka sta. (Brainard p. o.), Neb.—Emil Hausner has taken charge of the Speltz Elvtr., succeeding Louis Frala, who resigned.

Bellwood, Neb.—W. H. Grant has succeeded H. A. Bouton as agt. for the Schaaf Grain Co.—John P. Delaney, mgr. Farmers Grain Co.

Johnstown, Neb.—L. McDill is the new mgr. of the elvtr. of the Johnstown Lumber Co.—J. C. Pharris, agt. Nye Schneider Fowler Co.

Harvard, Neb.—Clarence Traut is now in charge of the elvtr. of the Nebraska-Iowa Grain Co.—Thos. A. Siefken, mgr. Farmers Union Elvtr. Co.

Ord, Neb.—Hall Barnes has succeeded Irving D. Ewart as mgr. of the Farmers Elvtr. Co.—H. G. Barkmeier, agt. W. T. Barstow Grain Co.

Benkelman, Neb.—Fred Kockerell, of Harvard, has taken charge of the elvtr. of the newly organized Farmers Equity Elvtr., relieving D. L. Ough, who acted as mgr. temporarily.

Aurora, Neb.—The Aurora Elvtr. Co. will put up a Hess Grain Drier on the outside of its elvtr.—G. A. Peters, agt. Updike Grain Co.

Monroe, Neb.—The T. B. Hord Grain Co. will install a Hall Signaling Grain Distributor in its new elvtr., work on which will be started soon.

Tobias, Neb.—W. E. Mead has succeeded G. R. Antram as mgr. of the Farmers Society of Equity.—H. W. Ellermeier, agt. W. T. Barstow Grain Co.

Sunny Side, Neb.—The report that an elvtr. would be built here is incorrect. There would be nothing to ship except sand as we do not raise enuf grain to feed.—P. M.

Thurston, Neb.—The elvtr. of the Rodebaugh Grain Co., which was sold to the Holmquist Grain & Lumber Co., is closed.—Irvin Clinkenbeard, agt. Crowell Lumber & Grain Co.

Kramer, Neb.—We have bot the elvtr. of the Crete Mills. The members of our firm are Justus F. Brahmstadt and Benjamin B. Brahmstadt, former agt. of the elvtr.—Brahmstadt Bros. Grain Co.

Superior, Neb.—We hope to rebuild our mill, which burned Mar. 23, in a concrete building, using machinery of about 200 bbls. capacity. Our loss was about \$6,000, one-fourth of which was covered by insurance.—Ernest Meyers & Sons.

Tamora, Neb.—The Farmers Grain & Coal Co. is making minor repairs on its elvtr. and installing a new Barnard & Leas Cleaner and also a new boot. This elvtr. was recently taken over from the Nebraska-Iowa Grain Co.—E. F. H.

Belgrade, Neb.—The elvtr. of the Trans-Mississippi Grain Co., which burned a year ago, has not been rebuilt. Earl Devoil has succeeded Roscoe Stumbaugh as mgr. of the Farmers Grain & L. S. Ass'n.—Alfred Kuykendall, mgr. Haas & Hord Cattle Co.

Fremont, Neb.—The Fremont Mfg. Co., operating an elvtr. here, bot the elvtr., mill and other property of the Brown Consolidated Mfg. Co. at the receiver's sale on Mar. 28. The purchase price was \$16,500. A 2-story 20x20 ft. addition will be built to the flour warehouse.

Yanka sta. (Brainard p. o.), Neb.—I recently carried an elvtr. for sale advertisement in the Grain Dealers Journal and a few days after it was published I received several letters and sold my elvtr. to W. J. Hunt, of Cavour, S. D., who took possession on Apr. 1.—J. G. Hutchinson, Osceola.

Superior, Neb.—Our elvtr., flour mill, corn mill, and electric light plant were destroyed by fire Mar. 23. The flour mill was operated by Ernest Meyers & Sons, the corn mill by our firm, and the mill buildings and the light plant were owned by the Southern Nebraska Power Co. The loss is estimated at \$100,000. The stock is practically covered by insurance but the losses will be heavy on the building, machinery and light plant. Everything will probably be rebuilt in better shape than ever.—Superior Corn Products Co.

## OMAHA LETTER.

J. H. Conrad, in the mill feed business, has engaged in the cash grain business. He is a member of the Grain Exchange.

The recently incorporated Maney Grain Co. has engaged in the cash grain business. H. K. Schafer is mgr. of the company, which will start work soon on its new elvtr. at Council Bluffs, Ia.

The Beal-Vincent Grain Co. has been dissolved by mutual consent and the business in the future will be conducted by 2 separate firms, Rudolph Beal will continue business under the name of the Beal Commission Co. and C. Vincent has incorporated the Vincent Grain Co. of which he is pres. and Frank Sorensen, sec'y.

Members of the Grain Exchange will vote Apr. 15 on an amendment to the rules, to increase the old membership of 200, which have all been taken, to 225 as a number of grain firms and companies are seeking admission. It is proposed to increase the fee for membership from \$1,000 to \$2,500.



## NEW ENGLAND

Providence, R. I.—Frank A. Page, port agt. of Providence, is urging the erection of a 500,000-bu. elvtr.

Dover, N. H.—We are in no way connected with the recently incorporated Strafford-York Grain Co. of Somersworth, N. H.—E. J. York.

Boston, Mass.—The A. S. MacDonald Commission Co. engaged in the grain commission business on Apr. 3, making a specialty of poultry feed grains.

Boston, Mass.—The grain board of the Chamber of Commerce, consisting of grain and flour dealers, on Mar. 21 voted two to one in favor of the passage of the Rubey grain grades act.

Fitchburg, Mass.—Herbert C. Hawley, 68 years of age, for many years mgr. here for J. Cushing & Co., grain dealers, died Mar. 26. He was a member of the Boston Chamber of Commerce.

Burlington, Vt.—We recently rebuilt our grain mill, installing 6 additional bins, of 2 cars capacity each, another double driven 24-in. mill, 3 new elvtrs. and 8 supply bins. We have succeeded Jones & Isham.—J. W. Jones & Co.

Boston, Mass.—William Culkeen, grain and hay dealer for nearly 40 years and prop. of a grain warehouse at East Boston, died Mar. 20 of heart disease at the age of 52. He was pres. of the National Hay & Grain Dealers Ass'n.

Somersworth, N. H.—E. W. Blaisdell is pres., C. W. Wendell, vice-pres., F. H. Plumer, sec'y and L. E. Goss, treas. and general mgr. of our company which is incorporated with a capital stock of \$10,000.—Strafford-York Grain Co.

Portland, Me.—Josiah F. Cobb has been appointed inspector of grain for the port of Portland, to succeed the late Robert Sharpe. Mr. Cobb has been acting as inspector temporarily and this appointment is for the year ending March, 1917.

Biddeford, Me.—A great quantity of grain and salt, together with a large grain cleaning machine, was dumped to the first floor of the building owned by the Farmers Union, when the 3rd floor collapsed. The pressure caused the sides of the building to bulge outward 8 inches. The young lady bookkeeper, in the office at the time, narrowly escaped death.

## NEW MEXICO

Tucumcari, N. M.—Business men of this place are discussing the erection of an elvtr.

French, N. M.—We will build a 25-bbl. flour mill to be run in connection with our elvtr. It will be finished by Sept. 1.—American Mfg. & Mercantile Co.

## NEW YORK

Niagara Falls, N. Y.—Brass Bros. are building an elvtr. on a farm here.

New York, N. Y.—L. A. Underwood will represent Knight & McDougal, of Chicago, Ill., at this city.

Theresa, N. Y.—Fred R. Rhines, of Watertown, sold the elvtr., warehouse, mills and other property of the Snell & Makepeace Roller Flouring Mill, which he purchased last month.

New York, N. Y.—Roy L. Ellerton, of Morey & Ellerton, has applied for membership and Fred A. Heywood, representing Norris & Co., and Charles W. Forbes, representing E. W. Wagner & Co., of Chicago, Ill., have been admitted to membership in the Produce Exchange.

Watertown, N. Y.—F. R. Farwell sold his interest in our company to F. P. Rhines & Sons. The change takes effect May 1. A new \$100,000 corporation will be formed. The stock will be owned entirely by F. P. Rhines & Sons with the following officers: F. P. Rhines, pres., F. R. Rhines, first vice-pres., C. F. Rhines, 2nd vice-pres., and F. J. Rhines, sec'y-treas. The corporate name will not be changed.—Farwell & Rhines.

## BUFFALO LETTER.

Edgar Black is now with Chas. Kennedy & Co.

Buffalo is troubled with car congestion. Nobody can find cars in yards and conditions are discouraging. The elvtrs. are in fine shape for heavy receipts when lakes open.—M.

A movable tower, another marine leg, car spout and out-store loft will be added to the Connecting Terminal R. R. Elvtr. The Monarch Engineering Co. has the contract.

Joseph J. Lippert, formerly a member of the Chicago Board of Trade, connected with Hancock & Co., of Philadelphia, Pa., and H. L. Goemann & Co., of Toledo, O., died Mar. 24.

The Shredded Wheat Co. has let contract for the addition to its elvtr. to the Monarch Engineering Co. The steel bins will be taken out and replaced with concrete as wheat keeps better in concrete bins.—M.

The Archer-Daniels Co. will have its new transfer 1,000,000-bu. elvtr. ready for occupancy about Aug. 15. The building will be erected at a cost of \$250,000 as an addition to its 325,000-bu. concrete elvtr. and linseed oil mill built recently.

## NORTH DAKOTA

Verona, N. D.—John Kelder will build an elvtr. on his farm.

Tower City, N. D.—Farmers will establish an elvtr. here.

Plaza, N. D.—Ernest Balsukot has purchased an elvtr. here.

Windsor, N. D.—Farmers will operate an elvtr. at this station.

Minto, N. D.—A 40,000-bu. elvtr. will be built by the Farmers Elvtr. Co.

Hatton, N. D.—The Farmers Elvtr. Co. is considering enlarging its elvtr.

Nash, N. D.—Farmers in this locality will organize a company and build an elvtr.

Bristol Springs (no p. o.), N. D.—Farmers are organizing an elvtr. company.—T.

Coteau, N. D.—A. F. Frebel, mgr. of the A. F. Frebel Elvtr. Co., is suffering from paralysis.

Elgin, N. D.—Dittus, Bender & Dittus have succeeded the Curlew Elvtr. & Lumber Co. here.

Urbana, N. D.—The Farmers Elvtr. Co. is asking for bids for its proposed 40,000-bu. elvtr.—T.

Noonan, N. D.—The Farmers Elvtr. Co. will equip its elvtr. with a Hall Signaling Grain Distributor.

Esmond, N. D.—I have moved from this place to Oriska.—E. L. Wormington, formerly at La Russell, Mo.

New Salem, N. D.—David Dietz, operating 2 elvtrs. and a mill is increasing the capacity of the mill to 50 bbls.

New England, N. D.—I am no longer agt. of the Empire Elvtr. Co. here and am now located at Astoria, S. D.—C. B. Hanson.

Minot, N. D.—Chas. E. Lewis & Co., of Minneapolis, Minn., have opened a branch office in this city with S. N. Swenson as mgr.

Reeder, N. D.—Repairs will be made on the elvtr. of the Reeder Equity Exchange, including the installation of a dust collector.

Beach, N. D.—A team of horses broke thru the flooring over the scales of the Farmers Elvtr. Co. and dropped into the pit below.

Geneseo, N. D.—Farmers have organized an elvtr. company but have not decided whether they will buy an elvtr. or build a new house.—Oscar Otterson, agt. Cargill Elvtr. Co.

Ashley, N. D.—The elvtr. of the Ventura Elvtr. Co., which has been operated as the John Doyle Elvtr., has been sold to local business men and will hereafter be known as the Johnson-Dorfman Elvtr.

Cleveland, N. D.—We will build a 40,000-bu. up-to-date elvtr. on the Northern Pacific but have not at this time completed plans regarding the equipment.—M. Simonitch & Sons, Moorhead, Minn.

Sykeston, N. D.—The Farmers Co-operative Ass'n of Sykeston and Dover has been organized, with headquarters at this city. Elvtrs. will be erected here and at Dover. A. C. Grove is pres. and James Wenstrom, sec'y.

Kathryn, N. D.—The elvtr. of the Farmers Elvtr. Co., containing 10,000 bus. of grain, burned to the ground Mar. 29. E. Eggen, mgr., who had been cleaning grain all day, closed the elvtr. at 8 o'clock, at which time there was no trace of the fire. It was discovered about 5 hours later and is thot to have been caused by an overheated bearing. The loss is covered by insurance. The directors are in favor of building a larger and better elvtr.

## OHIO

Piqua, O.—The Fogg Grain & Mill Co. will strengthen and brace its elvtr.

Elida, O.—The Elida Elvtr. Co. has replaced its steam power plant with electric motors.—G.

Mingo, O.—The elvtr., formerly operated by Howard Townsend, is now closed for the first time in 45 years.

Cleveland, O.—H. M. Strauss, of the H. M. Strauss Co., was bereaved recently by the death of his mother.

Vanlue, O.—J. J. Herman has been elected pres. and G. W. Snook, sec'y, of the recently incorporated Vanlue Grain & Supply Co.

Columbus, O.—George M. Williams, pres. of the Williams Mlg. Co., operating a 50,000-bu. elvtr. and mill, died recently at the age of 55.

Cleveland, O.—The Sheets Elvtr. Co. has moved into its new 2-story brick office. The old office will be used for the company's seed dept.

Warren, O.—Fire at the elvtr. of the Wadsworth Feed Co. damaged a small amount of oats before it was discovered and extinguished.

Homeworth, O.—Isaac Bixler & Son have not let contract for an elvtr. and nothing definite regarding the erection of it has been done so far.

Wickliffe, O.—The Wickliffe Supply Co., a subsidiary of the Star Elvtr. Co., of Cleveland, is rebuilding its elvtr. which burned in January.

Eaton, O.—J. H. Musselman and Jos. Poos are the regular elvtr. operators here. R. A. Campbell is not in the grain business at this point.—X.

Canton, O.—The elvtrs. and other property of the Canton Feed & Mlg. Co. have been taken over by the West Side Feed Co. The purchase price was \$25,000.

Liberty Center, O.—R. W. Graham, formerly with Criukshank & Bennett at McComb, is now mgr. of our company.—Liberty Center Grain & Stock Co.

Whitehouse, O.—The Big Four Co-operative Co. has been organized to buy or build elvtrs. at this place, Waterville, Bailey sta. (Waterville p. o.) and Homewood sta. (Maumee p. o.).

Rootstown sta. (New Milford p. o.), O.—Haddock Bros. will install a 40-h. p. Muncie Oil Engine which will be directly coupled to the line shaft for operating their mill and will replace the steam plant.

Hamilton, O.—The new elvtr. of the Eikenberry Bros. Co. which has been under construction for about 4 months was put into operation Apr. 1. The Burrell Engineering & Construction Co. had the contract.

Xenia, O.—Dilver Belden, of Belden Bros., elvtr. operators, is recovering from a recent accident. While applying stick dressing to a belt on a 30 in. pulley, making 180 revolutions per minute, he was caught and thrown, receiving a concussion of the skull and breaking his right arm in 4 places.



Van Wert, O.—We will move our office to Ft. Wayne, Ind., about June 1, as we purchased the transfer house formerly operated by the Egly-Doan Elvtr. Co. at that place. D. W. McMillen will be mgr.—J. W. McMillen & Son.

Climax, O.—Sheridan Cox and Everett Smith have purchased the elvtr. formerly operated by Ross Syler, bankrupt. The organizers of the Equity Farmers Union are trying to induce the farmers in this section to organize and take over this elvtr.—G.

Cavett, O.—We have sold our elvtr. at this place to the Van Wert Grain & Hay Co., who took possession Apr. 1. This sale leaves us only the 2 elvtrs. at Warren, one of which is a transfer elvtr. with drier and oats sulfurer installed. Most of our grain is purchased in the western part of Ohio altho some comes from Indiana.—Wadsworth Feed Co., Warren.

Portsmouth, O.—The elvtr. of T. G. Jewett & Son has been equipped with a track scale, a wagon dump scale, ear corn drags for handling ear corn from wagon dump, ear corn elvtr., corn cob elvtr., elvtr. for shelled corn with spout for loading cars, long drag for conveying ear corn to storage bins, ear corn drag for conveying ear corn to the combined power corn sheller and cleaner, and a gas engine. The Orville Simpson Co. furnished the machinery.

#### CINCINNATI LETTER.

Henry M. Brouse has been appointed by the Grain & Hay Exchange of the Chamber of Commerce as a com'te of one to meet with the members of the Trade Rules Com'te of the Grain Dealers National Ass'n, at its convention in Baltimore next October.

The Grain & Hay Exchange has organized a traffic dept. with Frank F. Elbrecht as pres. and F. L. Watkins as sec'y. The purpose is to work with the traffic dept. of the Chamber of Commerce in the solution of traffic questions affecting the grain and hay trade and to facilitate the handling of such matters in the general meetings of the Grain & Hay Exchange.

#### OKLAHOMA

Custer, Okla.—W. M. Randle is now mgr. of our company.—Wheeler Grain Co.

Perry, Okla.—E. J. Miller will equip his elvtr. with a Hall Signalling Grain Distributor.

Cyril, Okla.—D. E. McAnaw, of Elgin, bot an elvtr. of the Choctaw Grain Co. at the recent sheriff's sale.

Thomas, Okla.—J. A. Commons, formerly mgr. of the elvtr. of the Thomas Mfg. Co., has gone with the Kansas Flour Mills Co.

Beaver, Okla.—Beaver Equity Exchange, incorporated; capital stock, \$10,000; incorporators, S. H. Elling, W. A. Gregory and others.

Hunter, Okla.—We will increase our power plant this summer if crops are good.—Myron Vandenberg, mgr. Hunter Mill & Elvtr. Co.

Claremore, Okla.—We will make some improvements before the new crop on our recently acquired elvtr. at this point.—Pittman & Harrison Co.

Guthrie, Okla.—W. E. Currier has resigned as mgr. of the Kansas Flour Mills Co. at Cherokee and is now mgr. of the Guthrie Mill & Elvtr. Co. J. B. Geis will manage the grain dept.

Ringwood, Okla.—We will remodel our mill into a 60,000-bu. elvtr. A new engine and automatic scale will be installed. S. C. Craig, of S. C. Craig & Co., props. Ringwood Mill & Elvtr. Co.

Dustin, Okla.—We have opened an office for the purpose of doing a general wholesale business in carlot grain, feed and hay. H. A. Cadwallader, of Coffeyville, Kan., will be mgr. We will at once erect an up-to-date elvtr. and feed mill with warehouse attached and later open a line of buying stations.—Dustin Grain Co.

Cherokee, Okla.—Mort Mansfield and his father-in-law, A. J. Hanna, are now the sole owners of the elvtr. of W. W. Miller & Sons. Both men have been in the grain business at Lambert for a number of years.

Ft. Cobb, Okla.—We have sold our elvtr. to F. E. Oliver and H. C. Gummert. Mr. Oliver will be mgr. They will continue to handle flour, feed and coal as side lines.—Ray Green, of L. H. Powell & Co., Anadarko.

Oklahoma City, Okla.—The arbitration com'te of the Oklahoma Grain Dealers Ass'n will meet here Apr. 18 which will be the last meeting before the annual meeting in May. The Tri-State Appeals Com'te will also meet on this date.—C. F. Prouty, sec'y Okla. G. D. A.

Gage, Okla.—Work is progressing on our elvtrs. at this place. We are doubling the capacity of the south elvtr. and installing new machinery and making it iron clad thruout. The north elvtr. is being remodeled and a new feed roll and power plant, to furnish power for both houses, will be installed. The work is being done by the White Star Co. and will be finished by May 1.—Farmers Grain & Supply Co.

#### OREGON

Eugene, Ore.—The Eugene Mill & Elvtr. Co., is reinforcing the foundation of its warehouse, building an addition, and installing new hoppers and bins in its plant.

Condon, Ore.—The Farmers Union Elvtr. Co. has filed articles of incorporation and let contract for a 50,000-bu. reinforced concrete elvtr. It will be 100 ft. high with 8 large bins for the grain. J. W. Dyer is pres. and Herbert Schilling, sec'y-treas. The elvtr. will be built so that it can be enlarged when necessary.

#### PENNSYLVANIA

Pittsburgh, Pa.—Jesse C. Stewart has applied for membership in the Grain and Hay Exchange.

York, Pa.—The firm of Anderson Bros. Co. will be incorporated by James, William and James T. Anderson to conduct a grain and flour business.

New Bethlehem, Pa.—The Montgomery Grist Mill and contents burned recently with a loss of \$60,000. It is that that a bearing in one of the elvtr. chutes became overheated and caused the fire. The owners plan to rebuild at an early date.

Pittsburgh, Pa.—A complaint has been filed with the Interstate Commerce Commission by Traffic Mgr. C. G. Burson, on behalf of the Grain & Hay Exchange, in which the Exchange protests against the assessing of demurrage charges on cars of feed ordered from the yards to elvtrs. and while in transit.

Pittsburgh, Pa.—Frank H. Spuhler, Henry J. Spuhler and William G. Heck, props. of the Union Securities Co., were held for court by Alderman George S. Wilson on charges of violating the Mesta act in operating a bucket shop. J. W. Blakeley, Harry Ritchart, Samuel Inks, E. G. Neely, Albert Walters and E. J. Bowler, employees of the Union Securities Co., were also held on a charge of being accessories.

#### SOUTH DAKOTA

Wagner, S. D.—I. G. Corey, of Fordyce, Neb., is now agt. for M. King.

Tulare, S. D.—Till & Koch have purchased new machinery for their elvtr.

Clark, S. D.—The Farmers Elvtr. Co. is considering the erection of a coal elvtr.

Winner, S. D.—The erection of an elvtr. and mill is planned by Frank L. Sanders.

Loyalton, S. D.—Farmers have purchased a site and will build an elvtr. this summer.

Winner, S. D.—The Doane-Sear Co. and our company are the regular elvtr. operators here. The establishment of a farmers elvtr. did not materialize.—C. L. Smith, agt. Nye Schneider Fowler Co.

Tyndall, S. D.—We have installed a 1,500-bu. automatic scale.—Farmers Elvtr. Co.

Gallup, S. D.—The Farmers Elvtr. Co. will rebuild its elvtr. which burned Mar. 2.

Lyons, S. D.—M. J. Kinney has succeeded N. Haugen as mgr. of the Farmers Elvtr. Co.

Argentine sta. (Dewey p. o.), S. D.—The erection of an elvtr. is contemplated by 2 dealers at this station.

Altamont, S. D.—The Grange Elvtr. & Supply Co. has bot the elvtr. of the Altamont Grain & Lumber Co.

Hurley, S. D.—I have sold my interest in the elvtr. and it is now operated by Rundell & Rundell.—C. F. Corkill.

Albee, S. D.—A. R. Christenson has succeeded C. V. Johnson as mgr. of the Farmers Elvtr. Co. and Mr. Johnson has gone to Canada.

Badger, S. D.—The Farmers Elvtr. Co. has bot the elvtr. of C. W. Derr and will take possession Apr. 15. This station now has 2 farmers elvtrs.

Astoria, S. D.—The Farmers Elvtr. Co. is considering rebuilding its elvtr. which burned Jan. 10. The company is now operating its other elvtr.

Letcher, S. D.—Elmer O. Thompson, ass't mgr. of the Farmers Elvtr. Co. at Hartford, has secured a position as mgr. of the Farmers Elvtr. Co. here.

Wessington, S. D.—Geo. P. Sexauer & Son are remodeling their elvtr. at this station. I have succeeded G. C. Reibstein, who resigned as agt. for the Eagle Roller Mills Co., to take up farming.—Frank Domick.

Iroquois, S. D.—Theophilus Bros. have let contract for a 35,000-bu. elvtr. to the Younglove Construction Co. Equipment includes an engine, scales in dump, a 1,500-bu. Richardson Automatic Scale, Clipper Cleaner, manlift and 2 suction fans for eliminating dust in head and also below.

#### SOUTHEAST

Marianna, Fla.—The erection of an elvtr. is being urged by Mayor J. M. Calhoun, and a com'te composed of S. A. Daffin, R. L. Moore and J. D. Smith.

#### TENNESSEE

Nashville, Tenn.—We bot our elvtr. all equipped. It has a capacity of 40,000 bus. and the warehouse has a capacity of 200,000 bus. We will install a 200-ton sweet feed plant which will be in operation before Oct. 1, and will do a wheat business in connection with the feed business.—J. N. Covington, of Rex Mill & Feed Co.

#### TEXAS

Pharr, Tex.—The Pharr Mfg. & Elvtr. Co. has completed its new plant.

Tahoka, Tex.—Edward Bros. will build a 15,000-bu. elvtr. according to report.

Dallas, Tex.—W. W. Andrews, of the P. T. Andrews Grain & Feed Co., died recently.

Claude, Tex.—Smally & Nelson, operating an elvtr., are installing an electric light plant.

Friona, Tex.—Courtwright & Warren have completed their elvtr. and are now building an office.

Glazier, Tex.—The capital stock of the Glazier Mill & Elvtr. Co. has been increased from \$15,000 to \$30,000.

Jasper, Tex.—Jasper Grain Co., incorporated; capital stock, \$3,000; incorporators, J. E. Josey, R. C. Miller and L. W. Currie.

Vernon, Tex.—Contract has been let by the Kell Mfg. Co. for a 50,000-bu. concrete elvtr. to replace its house which burned some time ago. The new structure will be 127 ft. high and will cost about \$15,000.



## WASHINGTON

Molson, Wash.—Farmers and business men will erect a large elvtr.

Walla Walla, Wash.—W. W. Raymond, pres. and general mgr. of the Peacock Mill Co., of Freewater, Ore., and a large grain grower and operator, died of paralysis Mar. 16 at Seattle.

Seattle, Wash.—The circuit court of Thurston County has overruled the suspension by the Public Service Commission of the charge by the railroads of \$2 per car for diversions from original destination of grain and hay shipments.

Seattle, Wash.—The Fisher Flouring Mills Co. has started work on its new buildings for which it recently let contract. A 3,000-bbl. addition to its mill, 48 new grain tanks and a 72x82 ft. 2-story office building will be erected, to which the company's offices in the White Bldg. will be moved.

## WISCONSIN

Cross Plains, Wis.—We have bot the elvtr. of H. C. Ripp and are the only grain dealers at this station.—Bowar, Endres & Co.

Superior, Wis.—Fire started recently in a bin containing 6 tons of damp flaxseed and threatened to destroy the elvtr. of the American Milling Co. The flames were confined to the bin with chemical extinguishers.

Waukesha, Wis.—Richard E. Roberts has bot the business of the Waukesha Grain & Produce Co., from J. I. Brimmer, who will retire after 20 years as pres. and mgr. Mr. Roberts has been with the company 6 years and will continue under the same name.

## MILWAUKEE LETTER.

A meeting of the creditors of the E. G. Hadden Co., bankrupt, will be held Apr. 15.

The rate of interest on advances for the month of April has been fixed by the finance com'te of the Chamber of Commerce at 6% per annum.

Ware & Leland, of Chicago, Ill., have opened new offices in the old Northwestern Mutual Life Bldg. W. O. Forker will be mgr. of the grain dept.

The Milwaukee May oats delivery is congested on account of purchases made by country grain shippers who took in and shipped out oats stored by farmers and bot the Milwaukee May as a hedge against an advance in the price by the time the farmer might wish to settle.

The annual election of officers of the Chamber of Commerce was held Apr. 3. Officers named are Chas. A. Krause, pres.; H. H. Peterson, first vice-pres.; J. J. Crandall, 2nd vice-pres.; H. A. Plumb, sec'y-treas.; J. F. B. Buerger, W. A. Hottensen and Albert R. Taylor, directors; A. L. Johnstone, W. G. Kellogg and W. E. Schroeder, board of arbitration, and W. M. Bell and S. G. Courteen, board of appeals.

PASSAGE OF THE SHIPPING BILL was urged by Pres. Wilson at a conference with the house com'te on merchant marine. To Chairman Alexander's original bill will be added sections to cover ocean freight rates. This will commit the government to the building or purchase of merchant vessel to be leased or sold, an investment of \$5,000,000.

THE GOVERNMENT issued, in a very reprehensible manner, a report showing the unmillable wheat in last year's total crop. It gives the alarming total of 146 millions, or over 25 per cent, of the total winter wheat crop raised. It seems to us that they are guilty of a colossal mistake in giving this vital information out, after 80% of the crop has left the farms. Certainly their failure to tell the farmers of this has resulted in losses of millions of dollars to the producers.—W. H. Perrine & Co.

## Waterproofing Basements and Scale Pits.

Elevator men have been caused so much trouble during recent years by the cracking of their cement floors, basement walls and scale pit walls, that those having experience involuntarily exercise greater care in mixing and pouring the cement and require contractors to comply more exactly with rigid specifications in regard to the character of the cement used and the means adopted for preventing the disintegration or cracking of the cement after it is dried out.

The many advantages of thoroughly cementing all basement floors and walls, as well as boot pits, wagon dumps and scale pits, are apparent to every grain man who has lost much time and wasted many bushels of grain, as the result of water seeping into his plant. In some sections elevators have always been provided with steel boot tanks or pans, to keep the water out of the boot, but this device does not keep the rats and water out of the basement, so all elevators erected during recent years have been provided with cement floors and smoothly finished foundation walls, made of poured concrete. In some cases the elevator boots have been raised above the floor, so that even tho the water did seep into the basement, it would not interfere with the operation of the elevator, but it would damage any grain or grain products stored on the floor. All this trouble can be prevented by selecting good cement, mixing it properly and taking pains to make the walls watertight.

Among the various methods employed for waterproofing concrete structures are placing concrete with a waterproofing material incorporated in same; applying a waterproof coating after the concrete is in place; surrounding the structure with a shield to prevent water infiltration; applying a cement mortar coating either on the inside or outside of walls and over the floor surface in which an integral waterproofing is incorporated.

The first method is the simplest and most effective. Several compounds of merit both in paste and powder form adapted for this work are on the market. These do not effect the strength of the concrete, do not change its color, and produce concrete absolutely impervious to moisture.

The shield method consists in surrounding the structure with a membrane of asphalt and tar, paper, or felt. One objection to this method is the high cost. Another is that should leakages occur it is impossible to locate in breaking the membrane, because there may be a break in the membrane at one point, and the leakage in the concrete appear several feet away.

Where basements, pits, etc., are already constructed and show signs of leakage, the simplest method is to apply a cement mortar coating on the inside walls and floor using a good waterproofing in the coating. During construction the simplest method is to use an approved waterproofing in the concrete itself.

Painting the outside of basement and foundation walls with an asphaltic coat is sometimes a term of waterproofing, but as a matter of fact, it is dampproofing. It will not hold back water pressure and its use is recommended only where there is surface water only to be held back.

THE ALTURA ELVTR. Co. of Altura, Minn., contemplates the installation of a seed cleaning equipment.

## Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks, Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches, of Atlas linen ledger paper. A 28-page index in front. Extra heavy cloth covers with leather back. Price, \$2.50.

## GRAIN DEALERS JOURNAL

315 So. La Salle Street CHICAGO, ILL.

## GRAIN SHIPPING LEDGER

Form 24. An indexed shipping ledger for keeping a complete record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10 1-2 x 15 1-2 inches, used double.

The book contains 100 double pages. Atlas linen ledger paper is used. A 16-page ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price \$2.50.

## Grain Dealers Journal

315 So. La Salle St. CHICAGO, ILL.

## Receiving and Stock Book

FORM 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that buyer can add up columns and quickly determine the number of bushels of each kind of grain on hand. Herewith is reproduced top of a page showing column headings, rulings and spacing.

The book is formed of 160 pages of superior linen ledger paper, each page 9x12 inches. Spaces are provided for 3,200 wagon loads. The book is well bound with leather back and round corners. Price, \$1.50.

## GRAIN DEALERS JOURNAL

La Salle St. Chicago, Ill.

## Record of Cars Shipped

FORM 385 is a book designed especially for country shippers in keeping a complete record of each car of grain shipped. Reproduced herewith are the column headings and rulings of both the right and left hand pages.

Together with "Wagon Loads Received," it forms a very good set of books for a country dealer.

The book contains 160 pages of linen ledger paper, each 9½x12 inches, ruled 29 lines to a page, so as to give the book spaces for recording 2,300 car loads. It is well bound in strong boards with leather back and corners. Price, \$1.50.

## Grain Dealers Journal

La Salle St. Chicago, Ill.



## Supply Trade

JIGGS—You say advertising drove you into bankruptcy? I didn't know you ever advertised.

SKIGGS—I didn't. My competitor did the advertising.—*Associated Adv.*

NEW HOLSTEIN, WIS.—A 50-h.p. Lauson Kerosene Engine has just been installed in the mill of the Fifield-Halverson Lumber Co., Milton Junction, Wis.

OTTAWA, ILL.—The Challenge Mfg. Co. recently moved its factory to this city from Morris. The capital of the company has been increased from \$20,000 to \$50,000.

JAMAICA, N. Y.—Wheatland Realty Corp'n, contractors and constructors of grain elevators, incorporated for \$210,000. F. J. Griffith, L. J. Boyle and C. P. Raschopf are the incorporators.

BALTIMORE, MD.—Scott F. Evans, formerly connected with Barnett & Record and later with Moulton & Evans, was recently appointed general manager of the Baltimore Pearl Hominy Co.

MOLINE, ILL.—A. J. Merkelbach and Thos. Merryfield have completed arrangements whereby they will open a plant in this city in the near future, for the manufacture and sale of grain graders.

SCHENECTADY, N. Y.—Grain elevator owners who contemplate installing electric lights in or about their elevators will be much interested in the two booklets Y-784 and Y-785 just issued by the General Electric Co. on this subject.

HE WROTE an ad of half a stick, it told the truth and caught on quick—the goods he sold became the rage and now he's taking half a page. Through honesty, and not through luck, he soon will take a double truck. The people now are wise to "con"—tis he who's straight who catches on.—*Editor and Publisher.*

CHICAGO, ILL.—About one year ago the engravers of Chicago increased their prices for half-tones and zinc etchings nearly 100%. Not satisfied with that extortion they have announced another advance of 10%. If the District Attorney does not soon break up the engravers' trust the members will have enuf money to buy out the Standard Oil Co.

THE GENERAL ELECTRIC Co. is reported as having done a large volume of business the past year, booking orders at the rate of \$150,000,000 a year.

LINCOLN, NEBR.—The W. C. Shinn Co. is now manufacturing a flexible steel ladder which will prove of much value to the country grain dealer in enabling him to safely descend into his bins, down a steep roof or the side of his elevator. A ladder is at all times a useful piece of equipment in an elevator, and the new product of the Shinn Co. is light and easily handled.

### An Automatic Boot Takeup.

One of the principal causes of sparks in the elevator leg is the friction of the belt rubbing against the side walls of the boot. This can be caused either by a collection of grain or corn husks between the belt and pulley, or by unevenly tightened takeups. When the bearings upon which the pulley shaft revolves are not level the belt naturally works toward the highest side causing undue wear on both belt and boot, not to mention the friction and sparks. Take up rods have for many years been made a part of practically every elevator boot to assist in obtaining an evenly running belt and pulley. Even with the aid of these adjustment facilities friction often prevails as the elevator employee may lower one side a fraction of an inch more than the other.

R. F. Edmond, general manager of the Grand Trunk Pacific Elevator Co., Ltd., Winnipeg, Can., was for many years an elevator superintendent, and the constant changing in tension of the elevator belts was responsible for the loss of much time to both himself and employees. After devoting some thought to the matter he invented and perfected the Edmond Automatic Boot Takeup shown in the engraving for large terminal elevators and another takeup, somewhat similar in construction, for country elevators, or smaller legs. Many of the large terminal houses, built within the last four years, are provided with the Edmond takeup. After it is once installed it is said to require no further attention except an occasional oiling. Several of the large construction companies have also realized the value of this comparatively new device, and are installing it as regular equipment.

The Edmond Boot Takeup consists of an upper frame, securely attached to the bearings in which the boot pulley shaft revolves by means of extension rods.

The entire frame and pulley move downward with the stretch of the belt when it is under load, and after the grain is discharged it springs back, with the belt, into normal position. A belt loaded with grain, in a terminal elevator, often carries an extra load of great weight and stretches from six to eight inches. The purpose of the device is to provide automatically for these different lengths.

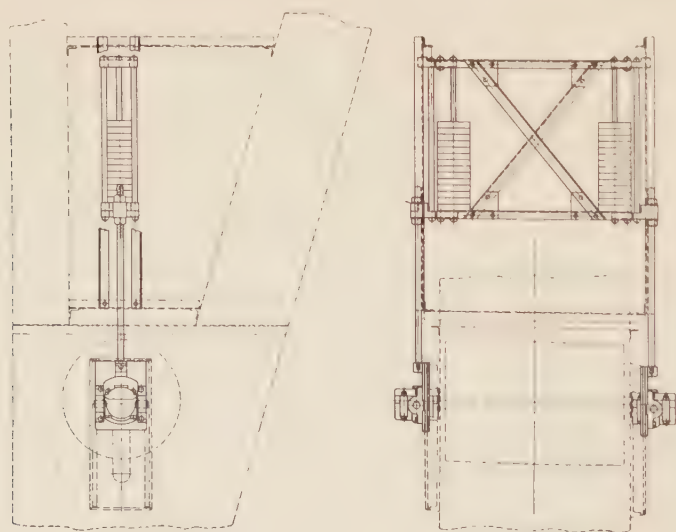
The upper frame work of the takeup device is located just above the boot pulley, between the front and rear leg casing, and is therefore inconspicuous and out of the way. Two uprights are set within the frame work to hold a number of weights, on the principle of the ordinary scale beam weights. By reducing or increasing the number of weights on each side of the frame the amount of tension can be changed at will, and can be always suited to the particular requirements of the leg with which the device is to be used. On either side of the leg the extension rods connect the frame with the boot bearing which is of special dustproof design.

Cast iron slides on each side of the boot permit of free up or down movement of the pulley bearings. The frame work, above, is also so designed that it slides vertically, with the boot pulley, between structural steel guides. The whole being in one rigid unit, the vertical movement of one part necessitates a similar movement of all. The weights provide the necessary uniform tension on the belt and maintain that tension constantly and uniformly on both sides.

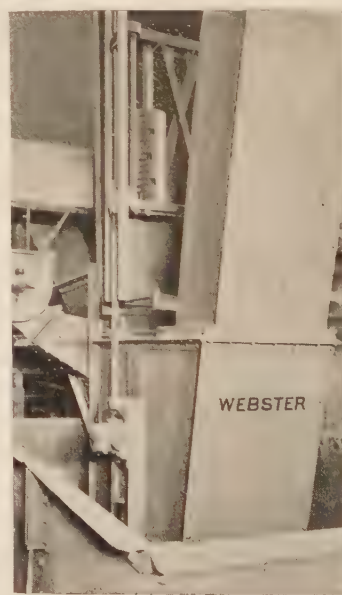
Ratchets on either side keep the frame always level, so the pulley revolves exactly in the middle of the belt after it has once been placed in that position. This necessarily effects a saving of buckets and prolongs the life of the belt. Shortening or taking up belt is unnecessary. In the large terminal elevator, where the saving of time is such a big item, the Edmond Takeup would quickly pay the cost of its installation.

Edmond Takeups are being made by the Webster Mfg. Co., for the ten million bushel Calumet Elevator now under construction at Chicago.

I ENJOY reading the Grain Dealers Journal and think it is surely O. K.—W. G. Adams, Cozad, Neb.



Cross Sections Thru Automatic Boot Takeup.



Automatic Boot Takeup.



## Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

**E. B. Boyd, Agt.,** in Sup. No. 1 to Circular 1-M of Western Trunk Lines gives rules, regulations and exceptions to classifications, effective May 10.

**C. St. P. M. & O.** quotes a proportional export rate of 25.2c on wheat from Minneapolis and St. Paul, Minn.; to Westwego, La., and elvtrs. at that point, effective Apr. 1.

**A. T. & S. Fe.** Sup. No. 23 to 7481-D gives joint freight rates applying on grain products and seeds in carloads between stations on the Santa Fe system, effective Apr. 1, 1916.

**L. A. Lowrey, Agt.,** in Sup. No. 4 to 20-G gives local and joint terminal charges, rules and regulations from or to points within the Chicago District on out-bound and in-bound freight traffic.

**C. & A.** quotes a proportional rate of 12.9c on wheat and 11.5c on corn from Kansas City, Mo.; to Lake, Ill. 13c on wheat and 12c on corn to Papineau, Ill.; and 9c on wheat and 8c on corn to Steinmetz, Mo., effective May 1.

**C. B. & Q.** in Sup. No. 34 to 4,000-B and 1244-A gives local, joint and proportional rates on grain, grain products and seeds, and articles taking same rates between stations on the Burlington lines, effective April 25.

**C. G. W. Sup.** No. 47 to 14854 gives local, joint and proportional freight rates applying on grain products, carloads, from Minneapolis, Minnesota Transfer, St. Paul and South St. Paul to stations on the C. G. W. Ry., effective May 12.

**C. G. W.** 31-C is a local, joint and proportional freight tariff applying on hay and straw in straight and mixed carloads; also flax moss, flax tow and shives, straight carloads, between stations on the Chicago Great Western lines, effective May 5.

**C. & A. Sup.** No. 2 to 1602-D quotes rates on grain and grain products from Kansas City and St. Joseph, Mo., to stations on the C. & A. Ry. and its connections in Illinois, Indiana, Iowa, Michigan, Missouri, Ohio and Wisconsin, effective May 1.

**L. A. Lowrey, Agt.,** in Sup. No. 23 to 21-F quotes joint rates applying on loaded cars between industries with individual or private side tracks in the Chicago district, in compliance with Investigation and Suspension order of the State Public Utilities Commission.

**C. R. I. & P. Sup.** No. 17 to 19690-F quotes local, joint and proportional rates on grain, grain products, seeds and broom corn, carloads, between stations on C. R. I. & P. lines, and on corn and articles taking same rates from Memphis to stations in Oklahoma, effective May 8.

**C. & E. I. Sup.** No. 4 to 622-C quotes local, joint and proportional rates on grain and grain products; also corn cobs, broom corn and seeds from stations on the C. & E. I. and Evansville and Indianapolis Rys. to points on connecting lines in United States and Canada, effective May 1.

**Michigan Central Sup.** No. 15 to 9078-B is an amendment to local, joint and proportional commodity freight tariff on grain and grain products from stations on the Michigan Central (west of Detroit and St. Clair rivers) to eastern United States and Canadian basing points, effective May 5.

**C. R. I. & P. Sup.** No. 11 to 19690-G gives local and joint rates on hay, straw and corn husks, carloads, from stations in Colorado, Kansas, Missouri, Nebraska, New Mexico and Oklahoma to Little Rock, Ark., Memphis, New Orleans and stations in Alabama, Arkansas, Louisiana, Mississippi and Missouri, effective May 8.

**C. G. W. Sup.** No. 6 to 90-B is a joint freight tariff applying on grain products, carloads, from St. Paul, Minneapolis, Minnesota Transfer, Minn., and other stations to stations on the Centerville, Albia & Southern Ry., Minneapolis & St. Louis Ry. and Muscatine North & South Ry. in Iowa, effective Apr. 21.

**C. R. I. & P. Sup.** No. 23 to 19687-G gives joint and proportional rates on grain, grain products, seeds, hay and broom corn from Missouri river stations and other stations in Illinois, Iowa, Minnesota and S. Dak. on the C. R. I. & P. and K. & D. M. to Mississippi Valley points and other stations in Alabama, Florida, Louisiana, Mississippi, Tennessee and Texas, effective April 28.

**C. R. I. & P. Sups.** to freight tariffs and circulars applicable on tariff to and from various points in Iowa, filed with the Interstate Commerce Commission by the C. R. I. & P. Ry., Jacob M. Dickinson (Receiver), have been adopted by the Muscatine & Iowa City Ry., and ratified as its own in every respect as if the same had originally been filed and posted by it, effective Apr. 29.

**Chicago & Alton Sup.** No. 40 to 2-C is a supplement to freight tariff showing switching and other terminal charges and rules governing absorption of switching, drayage and transfer charges applying at stations on the Chicago & Alton Ry., issued Mar. 17 in compliance with Investigation and Suspension Order No. 741 of Interstate Commerce Commission further postponing effective date until Sept. 19, 1916.

**C. B. & Q. Sup.** No. 14 to 1117-F eliminates the B. & O. Lake Line, Canada Atlantic Transit Co., Erie & Western Transportation Co., Erie Railroad Lake Line, Lackawanna Transportation Co., Rutland Transit Co., and Western Transit Co., participating lake carriers, from joint and proportional freight tariff on classes and commodities from stations on the Burlington lines east of the Mississippi to Atlantic Seaboard, Buffalo and Erie, to comply with requirements of Panama Canal Act, effective March 20.

**C. St. P. M. & O.** quotes a rate of 8.8c on wheat and flaxseed and 8.1c on coarse grain between Duluth, Minn., Superior, East End and Itasca, Wis.; and Luce Line Jct., Winnetka, Golden Valley and Parkers Lake, Minn.; 8.8c on wheat and flaxseed and 8.5c on coarse grain between same points; and Summit Park and Meadow Brook, Minn.; 9c on wheat and flaxseed and 8.5c on coarse grain between same points; and Stubbs Bay, Moline, Lyndale and Watertown, Minn.; and 9.5c on wheat and flaxseed and 9c on coarse grain between same points; and Hazelton and Winsted, Minn., effective Apr. 24.

**Mo. Pac.** quotes an export rate of 14.7c on wheat and 12.7c on corn, oats, rye and barley from McClure, Zeigler, Zeigler Jct., Reynoldsville, Murphysboro, Wolf Lake, Reilly Lake, Marion, North Bend, Chester, Du Po, Fountain, Miller City and Herrin, Ill., and stations taking same rates; and New Orleans, and Westwego, La. (for export Europe, Asia and Africa); also a proportional export rate of 12.2c on wheat and 11.2c on corn, oats, rye and barley from East St. Louis, Ill., St. Louis and Carondelet, Mo.; to Gretna, New Orleans, Pt. Chalmette, and Westwego, La. (for export except to Europe, Asia and Africa) and 11.2c on wheat, corn, oats, rye and barley for export to Europe, Asia and Africa, effective May 12.

THE GRAIN RATE from New York to British ports has suddenly dropped, without any apparent reason, as the market continues firm.

THE ACQUISITION of a large quantity of rye is the plan of the Imperial Finnish Senate of the Russian Empire, and in view of this, the Agriculture Board of the Senate has offered to apprise by circular all communal managements that the communities might procure the rye with the assistance of the state.

O. C. OWEN & CO.  
Grain Commission  
MILWAUKEE

Your grain in  
the hands of Owen  
will be well  
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315 So. La Salle St., Chicago, Ill.



## Grain Carriers

Ice in Lake Superior and its harbors is unusually thick this spring and will delay the opening of navigation about 10 days, or until late in April.

THE EMBARGO placed by the Central Ry. of New Jersey, Mar. 4, on all freight, export or domestic, for Bush Docks, Brooklyn, N. Y., is removed.

A HEARING on export grain rates will be held in Chicago April 26 and on lake and rail rates April 28 by the Interstate Commerce Commission.

THE EXPORT GRAIN RATE case is scheduled to be heard at Chicago, Apr. 26, before examiner La Roe of the Interstate Commerce Commission.—P.

CHARTERS have been made for wheat from Chicago to Montreal at the opening of navigation at 6c. Rates from Lake Superior to Buffalo are 5½c and 6c.

CHESAPEAKE & OHIO has modified its embargo and will accept shipments of grain for Richmond, Va., when B/L shows it is for domestic consumption.

COMPLAINT THAT WHEAT rates from Michigan points are unreasonable has been made to the Commission by the Valley City Milling Co., against the Grand Rapids & Indiana Ry.—P.

THE STEAMER PARKS Foster has been purchased by John Prindiville & Sons., Chicago, from the Armour Grain Co., and the vessel will be operated in the Great Lakes grain and ore trades this season.

PERMISSION TO INCREASE demurrage charges from \$1 to \$2 for every day after the first two was granted to the railroads of the state of New York by the public service commission effective from April 1 to June 30.

HEARING of the petition of the Birmingham Grain Exchange vs. the Northern Alabama and Southern Rys. for reducing rates on grain and grain products from Riverton and Sheffield to Birmingham has been set for May 1.

THE AMERICAN MILLING Co., in a petition to the Commission, attacks the increased rates of the A. T. & S. Fe on grain by-products, stock feed and poultry feed from Peoria to points in Central Freight Ass'n territory.—P.

THE LAKE SHIPPERS' CLEARANCE ASS'N, Ft. William, report more ice on lakes Huron, Superior and Erie now than there was last year at this time. It is 25 inches thick at Ft. William and covered with two to five feet of snow.

LAKE GRAIN AGENT is a new office recently created by the Lehigh Valley Ry. at Buffalo, for which W. D. Sanderson has been selected. He will have charge of the solicitation of all grain arriving in Buffalo by boats from the west.

THE PROPOSED ADVANCE in charge for the privilege of milling grain in transit filed with the state public utilities commission by the Chicago, Peoria & St. Louis Ry., was suspended until July 25. A hearing on the proposed advance will be held in the meantime.

REFUSAL TO ISSUE Bs/L on export business unless vessel room has been arranged for is the plan of the eastern railroads, subject to the approval of the Interstate Commerce Commission, to relieve freight congestion. It is also proposed to reduce the free time for the use of cars and to increase elvtr. charges.

THE GRAIN EMBARGO on the Erie Ry. has been raised to the extent of 150 cars per day. An embargo against shipments for transfer to the coastwise steamship lines has been placed because of the accumulation of freight which the coastwise steamship lines are at present unable to handle.

GRAIN IN STORAGE at the elvtrs. of Port Arthur and Fort William amounts to 37,690,953 bus., comparatively close to the total capacity of 42,000,000 bus., compared with about 10,000,000 bus. at this time last year. Stored afloat in the two harbors is 3,421,697 bus., compared with 283,132 a year ago.

DIVORCEMENT of the Maryland, Delaware & Virginia and the Baltimore, Chesapeake & Atlantic steamboat companies from the Pennsylvania Ry. Co. has been postponed until further notice, pending the disposition of the petition for a further hearing by the Interstate Commerce Commission.

PROPOSED CHANGES by the railroads in the rules relating to the routing and diversion of grain from points of origin in Idaho and Utah to Los Angeles, on the tracks of the A. T. & S. F. Ry. are justified by the Interstate Commerce Commission, which, therefore, vacates its order of suspension.—P.

A CHANGE in the charges for demurrage in unloading cars applied for by the railroads of Nebraska has been granted by the State Railroad Commission. The new order allows free holding for first 48 hours; for the next 72 hours a charge of \$1 per day, and in excess of that time a charge of \$2 per day as long as the car is held.

APPLICATIONS of the C. B. & Q. Ry. to continue rates on corn from St. Paul to St. Joseph lower than rates maintained from Sioux Center and other intermediate points, and the C. R. I. & P. Ry. to continue rates on grain without observing the long and short haul section have been denied by the Interstate Commerce Commission.—P.

THE PIERSON LATHROP GRAIN Co. has complained to the Interstate Commerce Commission against overcharges by the C. B. & Q. railroad on shipments of wheat from Kansas City, Mo., to Chicago. A charge of 15 cents per 100 pounds was made and the grain company says it should not have exceeded 12 cents. A refund of \$90 is asked.—P.

IOWA SHIPPERS are much opposed to paying increased demurrage charges, as they claim they are not responsible for the eastern shortage, and they feel hopeful that the Iowa railroad commission, which recently met in Des Moines, will not follow the example of the Interstate Commerce Commission which increased demurrage charges on cars in interstate traffic as a means of relieving freight congestion and car shortage.

THE INTERSTATE COMMERCE COMMISSION has dismissed the complaint of the Oseola Mill & Elevator Co., attacking the charge of \$5 in addition to freight charges assessed by railroads for a car of oats from Heaton, N. D., to Minneapolis and reconsigning to Osceola, Wis.; also the complaint of the McCaull-Dinsmore Co., attacking charges on corn from Sioux City, Ia., to St. Joseph, Mo.; but that against the rate of 12 cents per 100 pounds on wheat from Hardin to Huntley, Mont., was favorably decided upon. The Commission held that a rate of 8.5 as in effect should have applied and awarded a refund of \$21.—P.

CHARGES collected for the transportation of 7 carloads of grain from Rosholt, S. Dak., to Duluth, Minn., in Sept. and Oct., 1913, were not shown to be unreasonable, decided the Interstate Commerce Commission at a recent hearing of a complaint brought against the Fairmount & Veblen Ry. by the Miller Elvtr. Co. of Minneapolis, and the complaint was dismissed.

GRAND TRUNK EMBARGOES, one placed Mar. 9 on traffic moving eastbound via Port Huron and Sarnia, or Detroit and Windsor, when destined to points on or via the Grand Trunk Ry., and one placed Mar. 17, covering freight from connections at Niagara Falls, Suspension Bridge, Black Rock and Fort Erie, destined to points on the Grand Trunk Ry., east of Toronto, Ont., have been removed.

GRAIN RATES from 121 points in North Dakota to Minnesota grain terminals have been raised ½c a bu. the last few weeks, according to the state railroad commission, which is investigating charges that this increase is part of a general scheme for the gradual increase of the entire grain schedule from North Dakota to Minnesota terminals. Grain rate advances so far made include stations on the Northern Pacific, Great Northern and Soo lines.

RECONSIDERATION of its denial of the Grand Trunk Ry.'s application under the Panama Canal act to retain control of the Canada Atlantic Transit Co. operating steamers between Georgian Bay and Depot Harbor, Can., and Chicago and Milwaukee, has been decided upon by the Interstate Commerce Commission. A hearing will be held later. The Chicago Board of Trade and the Milwaukee Chamber of Commerce were active in bringing about the decision.

OFFENSES against the interstate commerce act were alleged in 3 indictments by the federal grand jury, two against F. W. Stock & Sons, operating mills at Hillsdale and Litchfield, Mich., and one against the New York Central Ry., charging that Michigan wheat flour, which had been shipped from Litchfield to Hillsdale, was reshipped from there to eastern points as wheat originating in Chicago. The published tariff of the New York Central Ry. permits shipments of grain to move from Chicago to Hillsdale, there to be milled into flour, and the flour to be shipped to New York or Boston at the thru rate from Chicago to those points, and the government claims that the millers at Hillsdale were availing themselves of this condition with the knowledge of the railroad, making a gain of 5c per 100 lbs. by the transaction.

NEW YORK CENTRAL EMBARGOES have been modified as follows: On export grain via New York, effective Mar. 31, to accept grain, except corn, for export from New York, provided such acceptance is authorized by the foreign freight agent of that company at New York and upon presentation of satisfactory proof of arrangements for vessel space; on all carload freight for points on or via the Boston & Maine Ry. routed via Rotterdam Junction or Troy, N. Y., or via Schenectady, D. & H. Co., and Mechanicsville, effective Mar. 30, to permit acceptance of all carload freight on the B. & M. for direct delivery at Rotterdam Junction or Troy, originating on the New York Central, and on carload freight routed via West Albany, Rensselaer and Hudson, N. Y., for points on or via the Boston & Albany Ry., effective Mar. 30, to permit acceptance of all freight when originating on the N. Y. C. system roads or within switching limits.



FOR SHORTAGE of 3,000 lbs. in a car of shelled corn shipped to Chicago the Farmers Elevator Co., of Agnew, Ill., was given judgment Mar. 18 for \$37.42 against the C. & N. W. Ry.

THE WILLCOX Mercantile Co., Willcox, Mo., has complained to the Interstate Commerce Commission against overcharges on wheat shipments by the Wabash railroad and request a refund.—P.

EVASION OF THE embargo on certain goods by reconsigning export freight shipped under domestic B/L will be prevented under a resolution recently adopted at the eastern conference directing the traffic managers com'te of the Trunk Line Ass'n to withdraw the privilege.

TESTIMONY on a claim for reparation for overcharges on grain shipped from Eldena, Ill., to Milwaukee brot by the B. P. Hill Co. of Freeport, Ill., against the Illinois Central and St. Paul Rys. was heard in Freeport recently by examiner Wood of the Interstate Commerce Commission, who reserved decision until a later date.

THE RAILROADS operating terminal warehouses in Baltimore are allowed to reduce from four to two days the free storage time in warehouses for carload shipments of flour, feed, hay and straw by a decision of the Interstate Commerce Commission. This proposition was vigorously opposed by the Baltimore Chamber of Commerce.

REVISION OF the demurrage rules on grain for export held in cars at gulf ports have been asked by the Galveston bay lines in conjunction with the lines entering New Orleans and a number of eastern roads in an application to the Interstate Commerce Commission. The roads ask that the revised rule provide for 20 calendar days' free time and for a charge of  $\frac{1}{8}$  c per bu. for each succeeding five days, the new rule to be effective from Apr. 1.

CARLOAD MINIMUMS were the subject of a hearing before the Public Service Commission of Washington. An increase on grain, flour and feed from 30,000 to 40,000 lbs. is proposed. R. C. Hill, sec'y of the Seattle Merchants' Exchange, presented the shippers' case. Witnesses in behalf of the complainants included John T. Bibb, of the Tacoma Grain Co., H. P. Chapman of the Chas. H. Lilly Co., and C. R. J. Waltersdorff, Magnolia Milling Co., Seattle; and C. P. Bergan, representing the Spokane Merchants' Ass'n.

THE EXECUTIVE OFFICERS of the Western Trunk Lines Com'te, which takes in the territory from Ogden, Utah, on the west to Chicago on the east, and practically the Canadian boundary on the north and the Kansas and Missouri boundary on the south, adopted the following resolution on Mar. 20: "Carriers will not be responsible for differences in weight on bulk grain due to natural shrinkage or discrepancies in weight and will only be responsible where actual loss is due to defective equipment or other causes for which carriers are liable. When liability is established the loss in weight will be subject to the deduction of  $\frac{1}{8}$  of one per cent on wheat or oats or other similar grain, and  $\frac{1}{4}$  of one per cent on corn, these deductions representing a reasonable shrinkage due to evaporation or other natural causes, to be made from shipping weights." The legitimacy of this deduction has been denied by the courts and the carriers will do well to await the decision of the Interstate Commerce Commission on the reopened Crouch case before undertaking to perpetuate this steal.

PACKAGE FREIGHT shippers who have used the lake lines in the past fear that on account of the higher rates paid by grain, refusal of the Interstate Commerce Commission to allow increases of rates, and the failure of the boat company managers and the railroads to agree on a division of rates, there will be few boats in the package business.

THE FIRST of a fleet of 35 barges which will be operated between New Orleans and St. Louis will arrive on April 25. The Inco No. 1 is owned by the Inland Navigation Company, J. H. Bernhard, President, and will carry freight up and down the Mississippi, and, according to reports received from Saint Louis, a capacity cargo of freight has been secured for her first trip to New Orleans. The Inco No. 2 will be ready for service about Apr. 12.

AN EMBARGO has been placed on all grain shipments at Fort William and Port Arthur effective April 4. The Canadian Pacific Railway Co. states that there was no general embargo, but the loading of grain for Fort William and points further east is limited in the Alberta division to 100 cars per day. The C. N. R. states that the embargo was complete so far as grain from Alberta for elevators on the C. N. R. tracks at Port Arthur is concerned.—R.

REFUNDS OF OVERCHARGES on grain shipments have been ordered by the Interstate Commerce Commission as follows: C. M. & St. P. Ry. to E. S. Woodward & Co., Minneapolis, Minn., \$20 on grain screenings from Minneapolis to Milwaukee, Sept. 20, 1913; C. St. P. M. & Omaha Ry. to Gould Grain Co., Minneapolis, Minn., \$6 on grain screenings from Minneapolis to Saratoga Springs, N. Y., April 17, 1914; C. & N. W. Ry. to Weekes Grain Co., Omaha, Neb., \$41.58 on corn from Gray, Ia., to Atchison, Kan.; A. T. & S. F. Ry. to Vandenburg & Hays, Blackwell, Okla., \$6.48 on corn from Fairbank, Ia., to Manchester, Okla., Jan. 19, 1914; A. T. & S. F. Ry. to Wallingford Bros., Wichita, Kan., \$6.03 on oats from Fairbank, Ia., to Wichita, Kan.; A. T. & S. F. Ry. to Wellington Milling & Elevator Co., Wellington, Kan., \$9.74 on corn and wheat from Kansas City, Mo., and Argonia, Kan., to Wellington, Kan., for milling and thence to Pawhuska, Okla., Nov. 6 and 15, 1913; Detroit, Toledo & Ironton Ry. to Xenia Grain Co., Xenia, O., \$12.60 on wheat from Bowersville, O., to New York City, Aug. 23, 1915.—P.

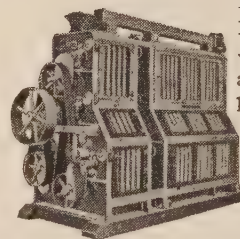
IN THE HOUSE COM'TE's consideration of the Agricultural Appropriation Bill, Dr. J. W. T. Duvel, in charge of grain standardization of the U. S. Buro of Plant Industry, suggested the inclusion of grain sorghums in the grain work of the dept and the establishment of standards therefor. The increase of \$25,000 was for three new laboratories at Decatur, Ill., Kansas City, Mo., and New Orleans, La. Rep. Haugen wanted to know what the dept had to show for the \$707,000 invested in grain investigations. Dr. Duvel wanted to have another year to work on wheat and oats before fixing standards, but Rep. Haugen was not satisfied, and said, "The dept cannot report a single thing that has been accomplished." Dr. Duvel said that the dept had fixed standards for corn, and with a little more work could fix standards for wheat and oats. In the event of the passage of the bill the dept had data so that it could get together with the trade and fix standards now.

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### Self Contained Roller Flour Mill



It turns your waste space, waste labor and waste power into a good size profit. The man who hauls wheat to you, must haul flour home. He

has to have flour, so there's a profitable market at your very door for every barrel you can make. Makes as fine flour as the biggest mills. Comes in 12 $\frac{1}{2}$ , 25, 50 and 75 bbls. a day capacity. Requires very little space, power or attention—a one man mill all in one frame. You'll like it. Write for "The Story of a Wonderful Flour Mill" and names of other men in your business who are making the good money you, too, can make, with this money-making mill wonder.

### Anglo-American Mill Co., Incorporated

435 Trust Bldg.

Owensboro,

Kentucky



## Supreme Court Decisions

**Waiver of Landlord's Lien.**—Where a landlord gave his tenant the right to sell a portion of the crop and collect the price, he waived his lien for rent, tho the purchaser knew nothing of the arrangement.—*Norrid v. Garner*. Springfield Court of Appeals, Missouri. 182 S. W. 1025.

**Arbitration.**—Receipt by one party of that which is awarded to such party will estop that party from refusing to comply with the award in favor of the other party, on the plea of illegality or irregularity in the award.—*Murray v. Hawkins*. Supreme Court of Georgia. 87 S. E. 1068.

**Crop Lien.**—Under the law giving a landlord a lien on all crops grown on the rented land for rent, the rent, in the absence of a definite time fixed by the contract, becomes due and payable when the crop matures or is ready to market.—*McAlister v. Tucker*. Supreme Court of South Carolina. 87 S. E. 1000.

**Carrier's Liability.**—A shipper showing a delivery of goods to a carrier, and that they were not redelivered makes out a prima facie case against the carrier entitling him to damage for his loss, and to avoid such damages the burden is upon the carrier to prove its freedom from liability.—*C. R. I. & P. Ry. Co. v. Stouffer*. Appellate Court of Indiana. 111 N. E. 809.

**Landlord's Lien.**—A landlord's lien upon crops grown, being by statute and existing without any instrument in writing, need not be recorded; and a purchaser of crops from one who secured them from the tenant is charged with notice that they may be subject to a landlord's lien.—*Caswell v. Lensing & Bennett*. Court of Civil Appeals of Texas. 183 S. W. 75.

**Refusal of Shipper to Pay More Than Proper Rate.**—The refusal of a shipper to pay more than the contract rate for freight, which was less than the proper rate, does not affect his right to recover for conversion, where the carrier would not accept the proper rate, but sold the goods for its charges.—*Pecos & N. T. Ry. Co. v. Porter*. Court of Civil Appeals of Texas. 183 S. W. 98.

**No Title in Buyer Under S/O B/L.**—Where the seller took a B/L, consigned to itself, and attached same with indorsement thereof to its draft on the buyer, payable to a bank to which it delivered same, there was no "delivery" to the buyer of the machine sold, such as was needed to complete the sale and vest title in the buyer.—*Howell v. Home National Bank*. Supreme Court of Alabama. 70 South. 686.

**Storage Charges.**—Under Uniform Warehouse Receipts Act (Laws 1913, p. 288) § 30, negotiable receipts, upon their issuance but not afterward, may be charged with storage charges due on previously stored goods by notation made on the receipt, but cannot at any time be made to cover future charges for goods subsequently deposited.—*Klock Produce Co. v. Diamond Ice & Storage Co.* Supreme Court of Washington. 155 Pac. 414.

**Effect of Custom to Insure Stored Grain.**—Where plaintiff, an owner of grain, knowing that an established custom at defendant's elevator was to mix all grain, whether purchased outright by defendant or received by him in store for others, and that such commingled mass was subject to sale by defendant without the assent of the depositors, delivered the grain at the elevator without any agreement at the time that the same should be held in store, and without disclosing the purpose of the delivery, whether for sale or to be placed in store, the transaction was a sale; and hence the loss of the grain by fire did not prevent plaintiff from recovering the purchase price.—*Thompson v. Jordan*. Supreme Court of Indiana. 73 N. E. 1087.

**Buyer's Right to Inspect.**—Where, under a contract of sale of cabbages, the buyer had the right to inspect them before payment of drafts for the price, any loss from deterioration caused by their having been shipped by seller in such a way that buyer could not inspect them, ought to fall on seller, even in the absence of a request by the buyer to be allowed to inspect.—*Padelford v. Lane & Co.* Supreme Judicial Court of Massachusetts. 111 N. E. 769.

**Broker's Memorandum Confirms Sale.**—Where a broker negotiates a sale by phone, and reduces to writing and signs a memorandum thereof, sending a copy to each of the parties, which they retain without objection, the contract is in writing, within Rev. St. 1911, art. 1830, subd. 5, as to venue, where a person has contracted in writing to perform an obligation in a certain county.—*People's Ice & Mfg. Co. v. Interstate C. O. R. Co.* Court of Civil Appeals of Texas. 182 S. W. 1163.

**Liability of Telegraf Co. for Error.**—Where a telegraf company wrongfully transmits a message quoting a price on goods, whereby the addressee purchaser is required to pay more than was actually intended by the seller, the purchaser's measure of damages against the telegraf company is the increase in price he is obliged to pay by reason of the error, since the difference between the two prices is his actual and fixed loss.—*Western Union Tel. Co. v. Victor G. Bloede Co.* Court of Appeals of Maryland. 96 Atl. 635.

**Mortgagee Can Recover from Buyer of Crop.**—Plaintiff, the mortgagee, under a duly recorded mortgage of crops, and who had held mortgages on the mortgagor's crops for about eight years, during which the mortgagor had habitually sold his cotton when and to whom he saw fit, without consulting the plaintiff, but had paid the proceeds to the mortgagee, who had never authorized the sale of the bale of cotton in suit, or received its proceeds, and to whom the mortgagor was indebted for a balance, was not estopped from suing the purchaser for conversion.—*J. S. Carroll Merc. Co. v. Folmar*. Court of Appeals of Alabama. 70 South. 985.

**Carrier's Liability Under Lease of Elevator.**—A common carrier demised a grain elevator and other property to an elevator company. The lease contained a provision that the carrier should not be liable to the elevator company for loss of grain caused by fire communicated from the elevator company's elevator or buildings to such grain while in the possession of the carrier within 100 feet of such elevator or buildings, even tho a shipping receipt for the grain had been issued to the elevator company. Held that this stipulation in the lease does not relieve the carrier from liability for loss resulting from its own negligence.—*Millers Nat'l Ins. Co. v. M. St. P. & S. S. M. Ry. Co.* Supreme Court of Minnesota. 156 N. W. 117.

**Demurrage Statute Invalid.**—St. 1915, § 1797—10m, providing that, where common carriers move carload freight at an average rate of less than 75 miles per 24 hours, the consignee shall be allowed additional free time for unloading, without demurrage, etc., is invalid, so far as affecting interstate commerce, as conflicting, in view of the demurrage rules of the American Railway Ass'n, approved by the Interstate Commerce Commission Bulletin of June 3, 1913, with the federal act to regulate commerce of February 4, 1887 (24 Stat. 379, c. 104, § 1, as amended by Act June 18, 1910, c. 309, § 7, 36 Stat. 544 [U. S. Comp. St. 1913, § 8563]), providing that the term "transportation" shall include all services in connection with the receipt, delivery, and handling of property transmitted, and requiring the carrier to establish and enforce reasonable regulations regarding the delivery of property, also making such regulations, filed with the Interstate Commerce Commission, lawful until set aside, while "terminal charges," required to be filed by the federal act, include "demurrage charges," which are not within state jurisdiction.—*Chicago, M. & St. P. Ry. Co. Rock County Sugar Co.* Supreme Court of Wisconsin. 156 N. W. 607.

**Damages for Carrier's Delay.**—In an action under Civ. Code 1912, § 2568, for damages for delay in the delivery of a shipment of goods under a B/L marked "prompt shipment required" and for refusal to furnish a written statement as to the cause of the delay and the name of the common carrier responsible therefor, recovery might be had without proving value of the goods.—*Weinraub v. Southern Ry. Co.* Supreme Court of South Carolina. 87 S. E. 1009.

**Suit Must be Against Original Carrier.**—Under the Carmack Amendment to the Hepburn Act (Act June 29, 1906, c. 3591, § 7 pars. 11, 12, 34 Stat. 595 [U. S. Comp. St. 1913, § 8592]), declaring that the carrier receiving goods for an interstate shipment and issuing a thru B/L shall be liable for all injuries which may occur, the original carrier, which receives the goods and issues such B/L, is liable, and, tho a connecting carrier issues a B/L, the shipper must proceed against the original carrier.—*Looney v. Oregon Short Line R. Co.* Supreme Court of Illinois. 111 N. E. 509.

## Confirmation Not Necessary to Close Contract.

On Sept. 12, 1914, J. M. Sheppard, Aline, Okla., wired the Gates Elevator Co., Cleveland, O., defendant, offering No. 3 milo maize at \$1.60 cwt., delivered Cleveland, guaranteed to arrive cool and in good condition, subject to Cleveland Chamber of Commerce weights, October shipment.

On Sept. 12 The Gates Elevator Co. sent its written confirmation of this purchase to J. M. Sheppard, and on Sept. 26 The Gates Elevator Co. wrote J. M. Sheppard as follows:

"Regarding our purchase of Sept. 12 for one car No. 3 milo maize at \$1.60 per cwt., delivered Cleveland, inasmuch as we have never received your confirmation of this purchase, we are canceling same."

To this letter J. M. Sheppard replied by wire, stating that The Gates Elevator Co. had accepted the offer and that he was only waiting until contract time to ship and would not accept cancellation.

On Oct. 15th, J. M. Sheppard wrote The Gates Elevator Company as follows:

"This will be your authority from me to accept the shipment of milo maize from H. H. Steele & Co. of Kansas City on my contract with you of Sept. 12th for one car No. 3 milo maize at \$1.60, delivered Cleveland, your contract No. 8396, October shipment."

On the date of Oct. 15th, H. H. Steele & Co., plaintiff, wrote the Gates Elevator Company as follows:

"Your confirmation of purchase No. 8396, On September 12th you purchased from J. M. Sheppard of Aline, Okla., one car No. 3 milo maize at \$1.60 per cwt., delivered Cleveland, guaranteed to arrive cool and in good condition, subject to Cleveland Chamber of Commerce weights, to be shipped in October."

"Mr. Sheppard has turned this contract over to us and we will make shipment within the specified time subject to the above terms."

On Oct. 21 The Gates Elevator Co. replied to H. H. Steele & Co.:

"If you persist in shipping this car you do so knowing the circumstances. We wish to advise you again that same will not be accepted."

On October 31st H. H. Steele & Co. shipped the car of milo maize and made draft for amount of invoice, with B/L attached. This draft arrived at Cleveland on Nov. 2 and The Gates Elevator Co. returned it, saying in their letter of that date:

"We are returning your invoice on car No. 75325. As stated to you some time ago, we will not accept this car when draft is reported. Will return same to you."

When draft arrived it was refused by The Gates Elevator Co. and when car of maize arrived it was also refused. H. H. Steele & Co. then forwarded the car to Chicago and suffered a loss in the transaction of \$232.98.

It is the opinion of your Com'te that the telegram of J. M. Sheppard, offering the No. 3 milo maize at \$1.60 per cwt., and the written confirmation of The Gates Elevator Co., confirming the purchase, constitutes a binding contract and that any loss which was sustained on account of The Gates Elevator Co. refusing to accept the car which was shipped within contract time should be suffered by them.

This Com'te finds in favor of the complainants and directs that defendants pay



the complainants \$232.98 and pay the cost of arbitration.

D. I. VAN NESS,  
ELMER HUTCHINSON,  
E. C. EIKENBERRY,

Arbitration Com'te Grain Dealers National Ass'n.

## Grain Elevators for Australia.

The wheat production of the Commonwealth of Australia has for several years been more than sufficient to supply the home consumption, and the quantity available for export has reached a volume of great importance, making the problem of convenient and economical handling increasingly difficult.

The installing of a practical system of grain elevators has long been under consideration by the State governments to handle wheat in bulk, but it took the present very large crop, which will provide a surplus of approximately 130,000,000 bus. to arouse the authorities to the necessity of handling the wheat in a more economical manner than the present one of shipment in bags, and for several months Jno. S. Metcalf & Co., have had a representative in Australia to study the situation and make reports to the different State governments.

The states have already been won over to the plan, according to William C. Downs, commercial attache at Melbourne, who says, "The Government of New South Wales has definitely decided to install a system of elevators, and the Government has committed itself to expend the sum of \$9,733,000 for this purpose. A terminal elevator at Sydney will have a capacity of about 3,000,000 bus. Later other elevators will be established at Newcastle and at various railway centers to bring the total capacity up to 15,000,000 bus. It is expected that the work will be commenced on the Sydney terminal some time next May. The government of South Australia has practically decided that \$4,866,500 will be set aside for the construction of elevators. The terminals will probably be located at Port Adelaide and Port Pirie, and similar elevators will probably be located at other railway centers. It is expected also that the governments of Victoria and Western Australia will follow the example of the other states in installing modern systems for handling grain."

Niel Nielsen, Australian Trade Commissioner at San Francisco, Cal., states that "work has commenced in connection with two elevators, one at Sydney and the other at Newcastle. Information relating thereto will be gladly supplied, on writing to George Valder, under-sec'y and director, Department of Agriculture, Sydney, Australia."

GRAIN ALCOHOL may be used as a substitute for gasoline according to H. F. Weiss, director of the Gov't forest products laboratory at Madison, Wis. Grain alcohol can be produced at from 13c to 15c a gallon while gasoline is selling at 30c in New York at the present time. Mr. Weiss is submitting complete details of the results of the experiments to the federal government and also to manufacturers. From one ton of sawdust the laboratory produced 25 gallons of 95% alcohol. A few years ago when the federal government inaugurated a campaign for utilization of waste farm products in the manufacture of alcohol for industrial uses, the government, in order to prevent fraud on the internal revenue, surrounded its manufacture even on the farm, with so many impracticable and costly regulations that farmers and fruit canners who had the raw material gave up in disgust.

## Barge Canal Terminals.

New York State is spending more than \$160,000,000 on the Barge Canal System. In return for this expenditure it will obtain an all-water route from Buffalo to New York. The first section of the system, Oswego to New York City, will be opened to navigation in the spring of 1917. Facilities for handling grain at these terminals are already under discussion, and it is the contention of the state that if elevators are erected at Oswego and New York on property owned by the state the interests of all shippers will be best served.

F. B. Shepherd, pres., Oswego Chamber of Commerce, writes that the new route will mean a saving in the cost of grain transportation between Buffalo and New York of from  $\frac{3}{4}$ c to 1c per bushel, while the time between upper lake ports and tide water will be reduced approxi-

mately three days. It is said that the state has acquired canal terminals in the city of New York, and under the law provided for the acquisition of these terminals they cannot be leased. Therefore the state must provide, if they are to be used at all, facilities for the handling of such commodities as will come to them. One of New York City's terminals at Gowanus Bay has been designated as a grain terminal and if this is to be used under the present law, the state must perforce erect storage elevators.

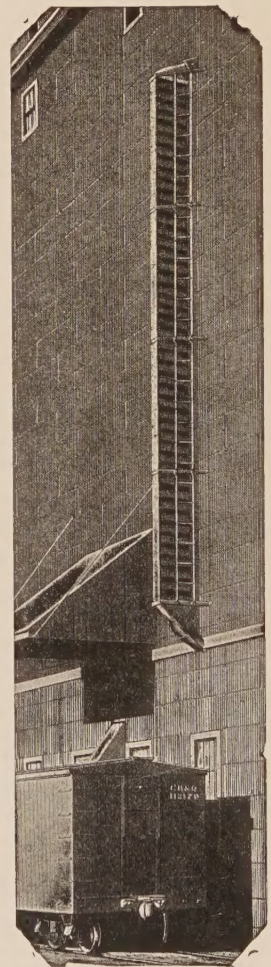
OATS VALUES, under existing conditions, should fully maintain the present level and there is a prospect of further enhancement, barring, of course, unusual developments of a political character, which unexpectedly make their appearance during war times and set at naught all calculations.—L. W. Forbell & Co.

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"It will pay for itself in 30 days."



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MAKERS OF HESS GRAIN DRIERS—USED EVERYWHERE



## Patents Granted

**1,178,295. Grain Separator.** (See cut.) Henry Buisson, Fort Totten, N. D. A frame is fitted with an inclined series of superimposed separated rollers. Between each of the rollers are troughs thru which the grain passes, and scrapers are set between the rollers and above the upper ends of the troughs.

**1,176,869. Seed and Grain Cleaning Machine.** (See cut.) Earl C. Starnes and Edward C. Willis, Alpha, Minn. A casing, fitted with a blower for forcing air thru openings in opposite ends, has a closure that operates up and down between vertical guideways along sides of the casing against the action of two expandible helical springs to accurately control the desired amount of air into the blower fan.

**1,178,294. Broom Corn Cleaner.** (See cut.) Charles Edmund Brown, Moundsville, W. Va. An elongated frame contains two vertically adjustable combing cylinders, arranged one above the other obliquely to the frame. The broom corn is carried between the combing cylinders by a conveyor chain, and outside the conveyor chain a saw is adapted to cut the butts off the broom corn, which are then conveyed to an assorting means for assortment.

**1,177,564. Grain Sprouter.** (See cut.) John A. Barhorst, Minster, O. A heater casing is formed by the walls of a stack of trays, superposed one on another in a water pan over a heating apparatus. The wall members are provided with kerfs in their inner faces adjacent to their upper and lower edges. Reticulated bottom members supported in the lower kerfs have cut-away corners, and triangular deflectors supported in the top kerfs admit light, while heat vapors are conducted thru a centrally disposed flue.

**1,177,834. Car Seal.** (See cut.) Herman Urbahn, Hammond, Ind. A ductile strip of metal is fitted with flanges at one end, along longitudinal edges, the part of the strip extending beyond the flanges constituting a tongue, in the end of which is cut a small tongue, normally in the same plane with the strip. The flanged part has a recess formed outwardly in it, and when the flanged portion is folded back on the strip body the recess is disposed opposite a projection made on the body, which is thus held in position by folding the flanges around edges of the strip. When the other end is inserted between the projection and recess the small tongue is forced into the recess for interlocking engagement upon trying to withdraw the strip.

**1,176,958. Grain-Car Door.** (See cut.) Walter W. Green, Wing, Ill. This is a flexible door, consisting of upper and lower panels, the lower edge of the upper panel being bent upon itself to form a U-shaped socket into which the upper edge of the lower panel is loosely received. A hinge element secured to the upper panel above the socket is united by a pintle to a hinge on the lower panel beneath the socket, the hinge elements being offset adjacent to the pintle to clear the socket, permitting a sliding and swinging motion of the door.

**1,177,666. Grain-Treating Machine.** (See cut.) James William Wayling and Charles Wayling, Glen Ewen, Saskatchewan, Can. A feed hopper is fitted on a suitably mounted table so the bottom opens thru the table. Beneath this is disposed a vertical box with the upper end surrounding the feed opening and a solution feed pipe contained within the upper end of the box and surrounding the feed opening. The vertical box is fitted with a series of agitators, rotatable on horizontal axes and staggered in relating to each other thru-out the length of the casing, each agitator being formed from end disks and intervening vanes radiating from the supporting axis. Material from the hopper to be treated is deflected onto the upper of these agitators by an inclined deflecting plate within the upper end of the box and adjacent the feed opening.

**1,177,703. Combined Wild-Oats Separator and Grain Separator and Cleaner.** (See cut.) Albert Hoiland, Nome, N. D. This device consists essentially of two cylinders mounted on a suitable frame one inside the other, in eccentric relation to each other and inclined in opposite directions. The outer or main cylinder is open at both ends, and has its inner side covered with material to which the projections of wild oats will stick. It is also provided with sets of scraping wires arranged to loosen the wild oats, which drop into a chute for that purpose. Means is provided for rotating the cylinders simultaneously, the smaller or inner cylinder receiving the grain. It has its lower end provided with an internal circular rim, and comprises two cylindrical members concentrically spaced one outside the other, the inner member being a sieve with adjustable perforations and having near its lower end radial spouts extending thru the outer and imperforate member, thru which the grain passes to the outer cylinder.

SOUTH AFRICA has millions of bushels of corn which it cannot get to the world's markets because of the scarcity of ships in service, according to H. Hansen, representative of American agricultural machinery manufacturers in Pretoria, Transvaal, who is making a tour of the United States in an effort to establish closer trade relations between this country and South Africa.

## Crop Improvement.

THE DISTRIBUTION OF SEED WHEAT by the official seed commission of Uruguay amounted, in 1915, to 40,000 bus., or 25,000 bus. more than in any previous year. The wheat was distributed on credit terms to 1,300 farmers, many of whom would not have been able otherwise to obtain seed. Before distribution the wheat was cleaned and classified by machinery installed last year and was analyzed in the agronomic laboratory.

GRAIN PROPERLY put up in stacks is worth 2c more per bu. than grain threshed and handled in the field from the shock, said Dr. Duvel, in charge of grain standardization of the Bureau of Plant Industry, before the House Com'te on Appropriations. Rep. Steele said the farmers knew all about these methods 50 years ago and money on that kind of investigation is wasted. Rep. Haugen wanted to call a halt on these investigations as they reflected on the intelligence of the farmers. In closing the hearing, Rep. Haugen favored a stop on the grain investigations until after the grain grades bill was passed as in the absence of such legislation the investigations were not profitable.—P.

MEMBERS of the St. Louis Ass'n of Commerce held a meeting at St. Louis, Mo., April 4 with the Business Men's League, the Merchants Exchange and representatives of the Council of Grain Exchanges. These bodies are determined to find out why Missouri ranks 42nd among the states in the matter of yield per acre of grain, and a com'te was appointed at the meeting to formulate a plan whereby the business men of the city can help increase this yield. A sub-com'te was appointed to investigate why the benefits of the Smith Lever bill are not available for Missouri. Another com'te is to be appointed later, to work with Bert Ball, sec'y, Crop Improvement Com'te, in securing one man in each county to supply seed testing material. Other plans resulting from the meeting are the appointment of a county agent for every county in the state, a good roads engineer, and the furthering of fire prevention in Missouri.

## New Hay Inspection Rules at Cincinnati.

The Cincinnati Chamber of Commerce on Mar. 28 adopted the following new rules for hay inspection, effective Apr. 15:

No. 1 Timothy shall be timothy not over 15% mixed with clover or other tame grasses, fair color, sound and well baled.

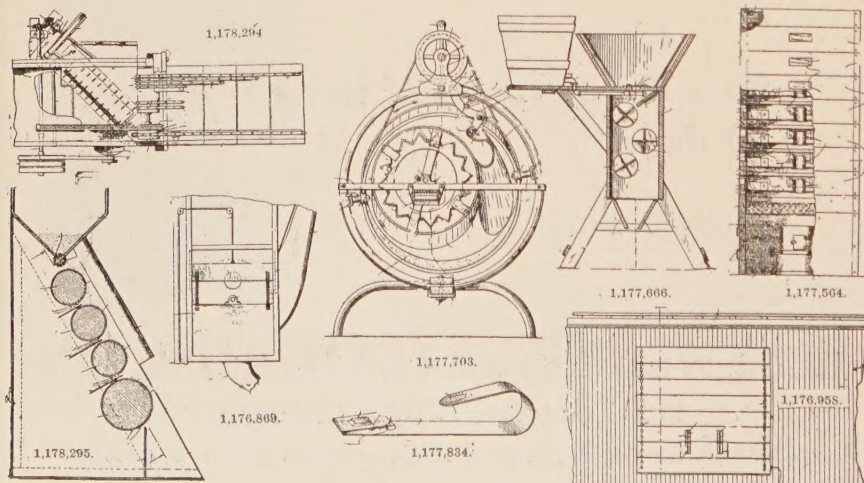
No. 2 Timothy shall be timothy not good enough for No. 1 timothy sound and well baled, to contain not more than 30% clover or other tame grasses.

No. 3 Timothy shall include all timothy not good enough for No. 2 timothy, slightly stained, sound and well baled.

No Grade Hay shall include all hay badly stained, mouldy, musty or unsound.

No. 3 Timothy shall be marked good or fair, according to quality. No Grade shall be marked fair or poor, according to quality.

PHILIPPINE EXPORT TRADE for 1915 was very satisfactory, reaching a total of \$53,813,004 which exceeds that of 1914 by \$5,000,000. Exports of hemp increased from 114,548 long tons to 139,767. The local rice shortage on the islands resulted in imports, the heaviest in the past decade with the exception of 1912. The average import price was the lowest since 1911, but in spite of this the foreign rice bill for the year reached \$6,724,276, or more than double that of 1914. Reports of a bumper crop harvested toward the end of the year point to exceptionally favorable conditions in 1916.





# The GRAIN DEALERS JOURNAL.

## Insurance Notes.

THE MILLERS NATIONAL INS. Co., Chicago, reports that during the entire month of March not a single elevator loss was recorded.

THE FIELD MEN'S ASS'N, which is made up of the insurance inspectors and adjusters of the mutual fire insurance companies specializing in grain elevators and flour mills, will meet at Hotel Sherman, Chicago, May 8-11.

CHARLES RIDGEWAY of the Western Millers Insurance Co., Kansas City, was struck by an automobile as he was crossing a street in Wichita. He was badly injured, and will be confined to his home for about two weeks.

THE MILLERS NATIONAL INSURANCE Co., of Chicago, won a victory in a suit brought in the U. S. District Court at San Francisco, Cal., against the State Insurance Commissioner, who refused to issue a license to that company, holding that the statutes of the state restricted mutual companies. Judge Bledsoe, however, stated that the California mutual statute did not apply to the Millers National, which was entitled to a certificate under the provisions of the general insurance act, and granted a writ of mandamus to compel the issuance of a certificate of authority to do business in the state of California.

## Freak of Lightning.

During a thunder storm the latter part of March lightning struck the St. John Elevator at Worthington, Minn. The bolt entered the peak of the cupola, followed down the head and through the distributing spout, then followed a one inch gas pipe thru a wheat bin into an adjoining feed room and cut a hole about two by eight inches in the bottom of the wheat bin.

Under the wheat bin was a bunch of cut jute bag strings hung on a 4x6. The string that held the bunch of cut strings was burned off and the bunch set on fire. The 4x6 was also set on fire and the side wall badly charred. The wheat running out of the bin soon smothered the blaze and prevented further damage.

This happened during the night and no one knew anything about it until the elevator man discovered it when he opened his elevator in the morning. The elevator was filled with grain and seeds, and adjoining buildings contained large stocks of flour, feed and seed corn and the loss would have been considerable.

No doubt lightning rods would have taken care of the electricity if the building had been properly rodged. Elevator owners can hardly afford to take chances on damage by lightning when it does not cost much to rod a building, and the Mutual Insurance Companies will allow a material reduction in rate where the building is properly rodged.—Tri-State Insurance Co., E. H. Moreland, Secy.

THE GRAIN DEALERS JOURNAL contains a great many useful points of information for persons in my line. E. R. Long, Hay & Grain, Bakersfield, Cal.

THE ANSWERS to Letters from Dealers in the Grain Dealers Journal cannot be beat. I value the Journal very highly.—D. M. McKenzie, Woodbine, Ia.

We received several inquiries to our recent advertisement in the Grain Dealers Journal and have sold our engine as a result of same.—Loxa Grain Co., Loxa, Ill.

## Known Causes of Elevator Fires.

George Hoag, manager for Kent & Burke at Merchiston, Neb., noticed that the elevator belt was not running. He found everything all right in the boot. Going to the cupola, he discovered the wood drive pulley had worked loose and was spinning around on the shaft. The shaft was so hot it could not be touched with the hand. But for Mr. Hoag's good work another elevator would have burned from a "Cause Unknown."

The elevator of W. M. Harris at Rose Hill, Kan., has been struck by lightning three times. One of the strokes must have gone down the exhaust pipe, which extended thru the engine house roof, as after the storm the copper wiring of the ignition system was found in little balls. Mr. Harris put on a good lightning rod system last year, and the villain no longer pursues him.

The Osage City Grain & Elevator Co. Osage City, Kan., had a gravity feed oil stove in its office, but is now using a coal stove. An overflow of oil caught fire, and only quick work saved the structure.

W. H. Perry, Magnetic Springs, Ohio, is now willing to admit there is danger from back firing in a gasoline engine, since his ignition system was ruined from such a cause.

J. H. Adams of Waverly, Neb., now keeps a good padlock on all his doors and windows. Coming to work one morning he saw smoke coming out of the basement. A quick survey made known the fact that tramps had crawled through a basement window and built a fire on the floor. Mr. Adams was a trifle disturbed over the carelessness of his guests. A freezing man, like a starving man, knows no law; therefore, lock the house at night.—Our Paper.

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At top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each book has 120 pages, 8½x14 inches, and each page 41 lines, making each book contain spaces for records of 4,920 loads. The book is well printed and ruled on linen ledger paper, and substantially bound in extra heavy canvas covers. Order Form 12AA. Price \$1.50.

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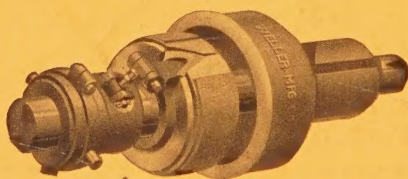
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